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China Mail

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TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/8 3/4.



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HONG KONG, THURSDAY, NOVEMBER 13, 1930.

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INDIAN CONFERENCE IN SESSION

OPENED BY H.M. THE KING.

BURMA EXPRESSES AFFECTION FOR GREAT BRITAIN.

BRILLIANT SCENES.

The King Emperor, during whose reign many historic conferences have been held, yesterday inaugurated one of paramount interest and importance when, in the Royal Gallery of the House of Lords, he delivered the opening speech at the Indian Round Table Conference, which will debate the political future and status of India. Outside the House of Lords great crowds awaited His Majesty and watched with intense interest the arrival of the delegates, including the Indian Princes, clad in brilliant Durbar robes and jewels.—British Wireless Service.

"BINDING TIES."

Rugby, Yesterday.
At the inauguration of the Round Table Conference to-day the King Emperor's speech was reproduced textually at mid-day by the official Wireless Service and together with summaries of other speeches, was spoken into a microphone and broadcast throughout India, Australia, Canada, United States, Germany, Denmark and Holland. At the end of the sitting the Prime Minister, Mr. Ramsay MacDonald, proposed that the Committee to advise the conference on the conduct of business should be constituted and composed of 16 members representative of the various delegations. The Conference adjourned until Monday morning at St. James's Palace.—British Wireless Service.

Earlier News

London, Yesterday.
The immense importance attached to the Indian Round Table Conference is apparent in to-day's papers, which publish explanatory articles on the matter, also leaders on the significance of the occasion.

An undercurrent of optimism reveals itself, although the difficulties are not discounted. When the King Emperor, surrounded by his Ministers, the Princes of India, ex-Viceroy, ex-Governors of Provinces in India, and representatives of almost all shades of political thought at home and in India, took his seat on the throne in the Royal Gallery of the House of Lords, he opened the second conference of world-wide importance which he has inaugurated this year.

To-day's proceedings followed largely the lines of the Naval Conference opened in January. The King, as then, delivered an historic speech before a silver microphone, which conveyed his words to the uttermost parts of the earth. Gramophone records were also taken, to be rushed out to India by air mail and completed at works in Calcutta; then distributed all over India to enable Indians to hear their Emperor's voice.

The King's speech on the opening of the Round Table Conference was as follows:—

"It affords me much satisfaction to welcome to the capital of my Empire representatives of the Princes, Chiefs and people of India, and to inaugurate their conference with my Ministers and representatives of other parties composing Parliament, in whose precincts we are assembled. More than once, a sovereign has summoned historic assemblies on the soil of India, but never before have British and Indian States met as your power meet, in one place, and round one table, to discuss a future system of gov-

ernment for India, and to seek agreement, for the guidance of my Parliament, as to the foundations upon which it must stand.

Nearly ten years ago, in a message to my Indian Legislature, I dwelt upon the significance of its establishment in the constitutional progress of India. Ten years is but a brief span in the life of any nation, but this decade has witnessed, not only in India but throughout all the nations forming the British Commonwealth, a quickening and growth in ideas and aspirations of nationhood which defy the customary measurement of time. It should therefore be no matter of surprise to men in this generation that it should have become necessary to estimate and review the results of what was begun ten years ago, and make further provision for the future.

The Statutory Commission. Such a review has lately been carried out by a Statutory Commission appointed by me for that purpose, and you have before you the outcome of their labours, together with other contributions which have been, or can be made to a solution of the great problem confronting you. No words of mine are needed to bring home to you the momentous character of the task to which you have set your hands.

Each one of you will, with me, be profoundly conscious how much depends for the whole British Commonwealth on the issue of your consultations. This community of interests leads me to count it as a happy augury that there should be present to-day representatives of my Government in all the sister States of the Commonwealth. I shall follow the course of your proceedings with the closest and most sympathetic interest, not indeed without anxiety, but with a greater confidence.

The Claims of All. The material condition which surrounds the lives of my subjects in India affects me nearly, and will be ever present in your thought during the forthcoming deliberations. I have also in mind the just claims of the majorities, and minorities, men and women, town-dwellers and tillers of the soil, landlords and tenants, strong and weak, rich and poor, of the races, castes and creeds of which the body politic is composed.

For these things I care deeply. I cannot doubt that the true foundation of self-government is a fusion of such divergent claims in mutual obligations and in their recognition and fulfilment. It is my hope that the future Government of India, based on this foundation, will give expression to her honourable aspirations. May your discussion point the way to a sure achievement of this end, and may your names go down in history as those of men who served India well, and whose endeavours led

(Continued on Page 14)

EMPIRE TARIFF.

DISCUSSED BY IMPERIAL CONFERENCE.

IMPORT GUARDS.

Rugby, Yesterday.
The heads of the delegations to the Imperial Conference continued their consideration of the economic aspects of inter-imperial relations this afternoon and adjourned until to-morrow morning, when they hope to conclude the discussion on economic questions, including suggestions for quota import guards and bulk purchase which has been put forward as possible alternatives to imperial preference by means of tariffs.

In the afternoon they will continue the discussion of foreign affairs begun yesterday. That will be the last meeting at which General Hertzog will be present, as he proposes to sail for South Africa on Friday. He will, of course, be represented at the Final Plenary Session of the Conference, which is fixed provisionally for Friday morning.—British Wireless Service.

DANGEROUS DRUGS.

OPIUM CONFERENCE CONCLUDE IN LONDON.

ALLOCATION OF COCAINE.

London, Yesterday.
The preliminary opium conference concluded to-day, and reached provisional agreement regarding manufacturing the quotas of cocaine to be allocated to various manufacturing countries.

The consideration of the allocation of quotas for morphine and its derivatives will be continued by the representatives of the various Governments concerned, with a view to reaching agreement before the meeting of the Opium Advisory Committee of the League of Nations in January. The scheme drawn up by the conference does not cover Turkey or Japan, both of whom have reserved their decisions.—Reuter.

DRUGS SCANDAL.

SYNDICATE MAKES OVER \$10,000 A WEEK.

FOR FOREIGN QUARTER.

New York, Yesterday.
Twenty-one persons have been arrested for allegedly carrying on business amounting to \$10,000 weekly, in supplying narcotics to the foreign quarter of the City.—Reuter's American Service.

SPORTING DUKE.

LEAVES FOR A SHOOTING EXPEDITION.

TO FILM RARE BEASTS.

Addis Ababa, Yesterday.
The Duke of Gloucester has left for Modjo on a shooting expedition, taking a cinematograph camera to film rare animals.—Reuter.

FRESH AND FINE.

To-day's weather report, from the Royal Observatory, states:—

The anti-cyclone has weakened and is now central near Shanghai.

The monsoon will moderate along the S.E. Coast of China and over the N. China Sea.

Forecast: — N.E. winds, fresh; fine.

Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 95.19 inches against an average of 81.21.

Temperature.

The temperature at certain specified centres this morning at 8 o'clock was:—

Hong Kong	62
Macao	66
Pratas Island	72
Manila	78
Poonchow	88
Amoy	62
Swatow	59
Chefoo	34
Shanghai	25

BRITAIN'S TRADE.

EXPORTS AND IMPORTS FAR BELOW LAST YEAR'S.

VALUES LOWER.

Rugby, Yesterday.
Although the Board of Trade returns show an improvement in trade during the past month compared with September, the values of exports and imports were much below those of the corresponding months of last year. Exports last month totalled \$46,900,000, compared with \$42,700,000 in September, and \$64,500,000 in October last year. Imports amounted to \$30,800,000 compared with \$78,600,000 in September, and with \$110,200,000 in October last.—British Wireless Service.

BRITAIN & JEWS.

MISUNDERSTANDING ABOUT OUR POLICY.

MANDATORY OBLIGATIONS.

London, Yesterday.
In the House of Commons at question time, Mr. Ramsay MacDonald said that the Government's Palestine white paper had given rise to some misunderstanding, and had been misinterpreted in some essential points. Therefore, the Government did not intend to proclaim the ordinances before discussion by Parliament. He emphasised that the Government intend to carry out our mandatory obligations to both sections of the population in Palestine.—Reuter.

BRITISH CRUISERS.

SHIPS OF 7,000 TONS EACH TO BE BUILT.

Rugby, Yesterday.
Sir A. W. Alexander, first Lord of the Admiralty, stated in the House of Commons that the tonnage of each of the three cruisers included in the aircraft Naval building programme was about 7,000 tons.—British Wireless Service.

TRADE COLLEGE.

CAPITALIST'S DONATION OF \$200,000.

New York, Yesterday.
Mr. Edward Hurley, the well-known capitalist, has contributed \$200,000 to found and erect a College of Foreign and Domestic Commerce at Notre Dame University, Indiana, for the purpose of furthering world trade.

The college will educate young men in courses designed to train specialists in the theory and practice of the international exchange of goods and services.—Reuter's American Service.

ECONOMIC MISSION.

AGREEMENT AWAITS APPROVAL OF SENATE.

Rugby, Yesterday.
Mr. Arthur Henderson, Foreign Secretary, stated in the House of Commons that the Argentine Minister for Foreign Affairs recently informed the British Ambassador that Lord D'Abernon's agreement awaits the approval of the Senate, and that when this was given the Executive would take the necessary steps to put it into force.—British Wireless Service.

EAST AFRICA.

CLOSER UNION IN MANDATED TERRITORY.

Rugby, Yesterday.
Mr. W. Lunn, Under-Secretary for the Dominions, stated in the House of Commons that the Joint Committee intended to be set up to inquire into closer Union in East Africa would not be instructed to inquire into the future Statute and constitution of Northern Rhodesia.—British Wireless Service.

CAPITALIST'S DEATH.

Wilmington, Delaware, Yesterday.
The death has occurred of the capitalist and philanthropist, Mr. T. Coleman Du Pont.—Reuter's American Service.
(Mr. Thomas Coleman Du Pont, who was a wealthy manufacturer, was born in 1839, and was trained as an engineer and surveyor. His interests included coal and iron mining, railroads, and banking.)

PIRACY ON STEAMER

COMPRADORES AS PRISONERS.

MAN WOUNDED

PIRATES LAND AT MIRS BAY.

After an interval of four months another piracy has to be reported, the victim this time being a Norwegian steamer, the *Hirundo*, which was on a voyage from Swatow to Bangkok.

The outrage, according to intelligence received by the naval authorities here, occurred at noon yesterday. It is added that one man was wounded.

The pirates landed at daylight this morning on the eastern shore of Mirs Bay (adjoining Bias Bay), taking with them the chief comprador and the third comprador as prisoners.

Ship Ransacked.

Press representatives who went out to the ship at a little after mid-day were met at the gangway by a Sikh policeman, who informed them that she was still in the hands of the Police, under the direction of the Second Assistant Director of Criminal Intelligence, Mr. Timothy Murphy.

The ship at that time was at her regular anchorage off Stonecutters Island. It was noted upon leaving *Blaka Pier* that an ambulance was in waiting for the wounded man, whose injuries, it is understood, are slight.

It was also learned unofficially that the ship had been thoroughly ransacked, the doors of the officers' quarters broken in and the passengers' effects practically all stolen. There were about 320 passengers aboard at the time of the piracy, and it appears from preliminary investigation that the outrage must have been the work of a large and well-organised gang.

The *Hirundo* was carrying a very full cargo, judging from her marks this morning, but it is fairly well established that the marauders left this untouched.

No arrests had been effected up till the arrival of the *China Mail* representative at 12.45 p.m. It is most gratifying to learn also that there was no loss of life in connection with the affair.

The Police were busy taking statements at the time of the Press visit, and it was indicated that this would take a considerable time.

Wounded Man in Hospital.

The wounded man, who is a "boy" employed aboard the ship, is 22 years of age. His name is Li Fong-mul, and it is understood that he is a Northern Chinese. He has been admitted to the Government Civil Hospital.

The *Hirundo's* Run.

The *Hirundo* runs between Hong Kong and Bangkok, via Swatow, in competition with a similar service run by Messrs. Butterfield and Swire. Hong Kong is the *Hirundo's* terminal port for the round trip to and from Bangkok. Her last trip was completed on November 1, when she arrived here from Bangkok, via Swatow at 8.30 a.m. She remained in port until last Sunday when she sailed at 10 a.m., with 700 tons of general cargo, some consigned to Swatow and the rest to be carried through to Bangkok. After shipping more cargo at Swatow for the Siam port, the *Hirundo* sailed from Swatow for Bangkok at 5 p.m. on Tuesday.

The Usual Ruse.

The pirates, who boarded the vessel at Swatow as passengers, carried out their coup after the vessel had been nineteen hours out of Swatow and there was no possibility of their being frustrated by assistance to the ship from shore.

The Personnel.

The *Hirundo* carries a crew of 82, of which eight, including Captain Pedersen, are Norwegian.

AIR SAFETY.

COLLAPSIBLE DINGHIES TO BE CARRIED BY PLANES.

MORE BUOYANCY.

Rugby, Yesterday.
Mr. F. Montague, Under-Secretary for Air, stated in the House of Commons, that a life saving collapsible dinghy which could be rapidly inflated, by mechanical means, had recently been subjected to practical tests with satisfactory results, and would be carried on all sea going seaplanes large enough to be so equipped. Action was being taken to improve the buoyancy of all aircraft operating from aircraft carriers and of all metal sea-going seaplanes up to the standard of at least two or three hours' buoyancy in fair weather.—British Wireless Service.

Found in an unconscious condition in Johnston Road yesterday, a European, aged about 35 years, and whose name is unknown, was removed to the Government Civil Hospital. He was stated to be dressed in blue dungerees.

The other 72 members of her personnel are all Chinese. The *Hirundo* left Swatow at 5 p.m. on Tuesday for Bangkok. She is commanded by Captain John A. Pedersen, the local agents being Messrs. Thorsen and Company. The captain communicated with the agents, informing them of the outrage, the terms of his message being practically identical with the official Naval message.

Immediately upon arrival, the Norwegian Consul went aboard with the Police body, the ship being anchored at about 10.30 this morning in the Quarantine Anchorage, near Green Island.

The *Hirundo* is a steel screw steamer of 1,943 tons gross, 1,125 net. She was built in 1926 by the Fredrikstad Works. The owners, according to Lloyd's Register, are the Brunsrud Klostervad D/S/A/S. Her port of registry is Drammen, Norway. The ship is equipped with electric light and wireless.

Previous Piracy.

The last piracy was on the s.s. *Helikon* on July 21. After the freebooters had captured the steamer, the Captain was ordered to take her to Bias Bay, where the robbers made good their escape with booty and prisoners held for ransom. The *Helikon* carried about six hundred native passengers including one European saloon passenger, Mr. Stewart Smith, well-known in Hong Kong. Each one of the passengers was systematically searched, not one time, but three times, and in some cases even four times. They were robbed of all they possessed, and when the ship returned to Hong Kong practically all the passengers had no money to pay for their sampan to come ashore.

Third Norwegian Victim. The *Hirundo* is the third Norwegian vessel to be pirated in the history of piracies in South China, which dates as far back as January 21, 1921.

The first Norwegian ship to be pirated was the s.s. *Sandviken*, which was sacked on August 21, 1926, whilst on a voyage from Canton to Swatow and Shanghai. She had on board one European lady and 120 Chinese passengers. About four miles south of Waglan Light, about 38 pirates declared themselves and took possession of the ship which was taken ashore at Bias Bay, but no prisoners were taken, also no one on the ship was injured.

The next Norwegian ship to fall into the hands of pirates was the s.s. *Solviken*, which was pirated on July 21, 1927, and taken to Bias Bay. In this instance the pirates were more desperate and shot and wounded Capt. R. Jentoft, master of the ship; and the Second Officer, Mr. D. Johnsen. Captain Jentoft, who was wounded twice near the heart, died of his wounds in the French Hospital the day after the vessel's arrival in Hong Kong, and was buried here on July 28. Mr. Johnsen arrived after being at death's door for a considerable time.

Both the *Sandviken* and the *Solviken* are owned by Wallam & Co., who have an office here, and were registered at Swatow, for

FLYING PRINCE.

TAKES OVER CONTROLS OF GERMAN HYDROPLANE.

"A WONDERFUL SHIP."

London, Yesterday.
H.R.H. the Prince of Wales flew to Southampton from London to-day. He took half an hour's trip in the German flying boat *Dornier DO-X*, and later flew back to London. During to-day's flight of the *DO-X*, the Prince of Wales took over the controls for 10 minutes and remarked subsequently, "She is a wonderful ship."—Reuter.

Officials Surprised.

Rugby, Yesterday.
The Prince of Wales, after flying from Hendon Aerodrome near London to Southampton Water to-day, was a passenger in a demonstration flight in the German flying boat *DO-X*, which is to cross the Atlantic. To surprise officials at Calshot Aerodrome near Southampton, where the *DO-X* is moored, the Prince arrived in the amphibian machine *Saro Cloud*, the most powerful amphibian owned by Mr. Holt, wealthy Canadian business man. The machine alighted and taxied across to the *DO-X*, where Dr. and Frau Dornier welcomed him.

On returning from a brief flight over the Isle of Wight, it was stated that for a brief spell the Prince took full control of the *DO-X*. During the flight the Prince, who was much impressed with the flying boat, toasted the Commander and crew and wished them success on their Atlantic flight. A short flight was later made to enable the Prince to see the vessel take off and alight on the water. The *DO-X* is expected to leave Calshot on Friday.—British Wireless Service.

RACE TO SAIGON.

FRENCH AIRMEN REPORTED IN BANGKOK.

FRENCH GIRL'S FLIGHT.

Bangkok, Yesterday.
The French fliers, Goulette and La Louette, who are engaged on a record-breaking flight from Paris to Saigon, arrived here to-day, four days and a half after taking off from Le Bourget. Villa Coublay, Yesterday.
The French airwoman, Mdlle. Hiltze, started from here to-day in an attempt to fly to Saigon and back in a light plane.—Reuter.

CONTROL OF SHANSI.

Peking, Yesterday.
Yen Hsi-shan has handed over military affairs in Shansi and Suaiyuan to Hsu Yung-cheng who has taken up his post, but it is understood, that Nanking desires Chao Tai-wen for the position, and the Manchurians are suggesting that Shih Yu-san and Fu Tso-yi should together control Shansi.—Reuter.

STOP PRESS

Nanking, To-day.
It is generally believed here that the outstanding issues for discussion between Marshals Chiang Kai-shek and Chang Hsueh-liang will be national defence, reorganisation of the Kuomintang, the Shansi troops, and possible changes in the personnel of the Nationalist Government. It is predicted by ordinary well-informed people that the Ministers for War, Finance, Foreign Affairs, Railways, and Communications will remain unchanged, but it is reported that new men will probably be appointed to the portfolios of Education, Home Affairs, Agriculture, and Mines. It is also suggested that Yu Yuen is being appointed head of either the Executive or control of the Yuan. On the military side it appears likely that the leaders will agree to part of the Kuomintang being reorganised and distributed in various parts for bandit suppression. Chang Hsueh-liang may undertake the reorganisation of the Shansi troops. It is reported that Chang Hsueh-liang may remain here for a fortnight.

SANITARY BOARD.

QUERIES ON DISINFECTING STATIONS.

OFFICIAL REPLIES.

The fortnightly meeting of the Sanitary Board was held yesterday afternoon, when Dr. W. V. M. Koch asked for information with regard to the system of working in the disinfecting stations in the Colony. The questions were answered by Mr. G. R. Sayer (Chairman), as under:—

Will the Head of the Sanitary Department kindly give information on the following matters regarding the disinfecting stations in Victoria and in Kowloon:—

Q.—What is the method of disinfection employed?

A.—By steam in a Washington Lyons disinfecter.

Q.—(a) How are articles, especially bedding, clothing, etc., from infectious cases taken to and returned from the station.

(b) Is there a special gang of coolies employed? (c) Are special vans employed for such conveyance?

A.—Special motor vans are employed wherever practicable and the infected articles are handled only by the regular cleansing staff of the department in accordance with paragraph 5 of the relevant by-laws.

Q.—Is every care taken to ensure that no damage is done to the articles sent for disinfection?

A.—Such articles as the Medical Officer of Health considers can be effectively disinfected without danger to the public health are disinfected with all due care.

Q.—Is it known as a fact that articles of clothing, bedding, mattresses, etc., have been found to be destroyed or damaged when returned after disinfection, and is it likely this has been done during the process of disinfection?

A.—The Medical Officer of Health is not aware of any instance.

Q.—Have any complaints been made, or any claims for compensation been sent in for destroyed or damaged property?

A.—The Medical Officer of Health does not recall having received any complaint or any claim for compensation.

Q.—Is the process of disinfection carried out carefully and under experienced supervision?

A.—Yes.

Eating-House Licence Refused.
The Chairman announced that the application for an eating-house licence in a tea-shed on the roadside at the junction of Sai Kung Road and Wang Street, Kowloon City, had been considered and it was decided not to grant the permit.

In the case of the application for the registration of No. 14, Essex Crescent, ground floor, Kowloon Tong, as a dairy, the required sanction was given.

At the recent King's County Exhibition at Georgetown, W. R. Shaw, cattle judge, spoke highly of the Ayrshires as the outstanding dairy breed and remarked upon the unmistakable improvement over previous years. Few beef cattle were shown and in the sheep classes there was an increase of black face and a decrease of white face.

Glorious Health-Giving Sleep for YOU!

There's nothing like that feeling, after seven or eight hours good sound sleep, of being perfectly rested, and ready, full of energy, for another day's work. More especially is it appreciated when, for some reason or another, nights have been broken and sleep hard to obtain.

There is nothing which pulls you down more quickly or surely than loss of sleep, and sleeplessness is a condition that requires instant attention. It must not be allowed to go on one single night longer than can be avoided.

Sleeplessness may be caused by a variety of things but chiefly it is the nerves which are at the root of the trouble. Faulty digestion is another cause, although, in these cases the condition is not so devastating as it is in nerve cases.

But both these conditions have a common root cause—they are both the result of poor and insufficient blood. When blood is thin the nerves are starved, they are jaded by work and are unable to relax after the tension of the day.

Digestion suffers also because the blood surrounding the digestive organs is lacking in quantity and quality. Dr. Williams' Pink Pills, built up the blood, strengthened the nerves and the digestion, and enable you to enjoy the great gift of sound sleep.

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ROUND THE CINEMAS

"THE FLORODORA GIRL" FIRST SHOWING.

A WELCOME CHANGE.

Sitting in the Queen's Theatre last night, seeing and hearing Marion Davies and Lawrence Gray in "The Florodora Girl" one was taken back to the gay nineties, the famous period when the Florodora Sextette were the rage of New York stages. This film is decidedly good entertainment of a high order, and is certainly a welcome change to the modern "leg shows." Beautiful costumes, the romance of one of the troupe, tuneful music and the old-time song favourites and work in harmony to make a very successful M-G-M production. A thrilling football game is also witnessed. Miss Davies, the popular young star, is in the lead with Mr. Gray opposite, and they are strongly supported by a large cast which includes Walter Catlett, Louis John Bartels, Ilka Chase, Claude Allister, Nance O'Neill, and Robert Bolder.

A talkie comedy entitled "Below Zero," starring Stan Laurel and Oliver Hardy, is extremely funny, and included in the bill of fare is the latest Hearst newsreel.

"DEVIL-MAY-CARE"

Dame Fashion's latest creations very much resemble the styles followed during the time of Napoleon's reign—a period which forms the background for "Ramon Navarro's first talking picture, "Devil-May-Care," which will be shown at the Queen's Theatre on Sunday.

Waist lines, which have this season been raised to the normal line, will be placed under the arms, and fancy puff sleeves and fichu collars will be featured, if this style is accepted.

Lovely satins and velvets and faces will lend themselves to these styles and the figures will need to retain their present slenderness in order to achieve the right silhouette.

Bobbed-hair styles will be passe and the hair will be arranged in soft curls behind the ears and at the nape of the neck.

Dorothy Jordan, Ramon Navarro's leading lady, looks well in this feminine type of costume, but it remains to be seen if the active American girl will be willing to accept it.

Others in the cast of "Devil-May-Care" include Marion Hagris, John Miljan, William Humphrey and George Davies. The direction is under the supervision of Sidney Franklin and the costumes are designed by Adrian.

"GLORIFYING THE AMERICAN GIRL"

"Glorifying the American Girl," Paramount's all-talking, singing and dancing musical extravaganza, produced under the personal supervision of Florenz Ziegfeld, will be presented at the Central Theatre commencing to-day. Heading a cast of New York musical comedy favourites are Mary Eaton, recently seen on the audible screen with the Marx Brothers in "The Cocoanuts," Eddie Cantor, Helen Morgan, the star of the original "Show Boat," Dan Healy, and the one and only Rudy Vallee.

Produced on a grand scale with several scenes of a Ziegfeld first night photographed in natural colours, this latest Paramount picture possesses all those ingredients that make for gay, delightful entertainment. There are songs, dances, talented choruses, and much beauty in the settings. And then there is also a romance which Mary Eaton, Olive Shea, a beautiful newcomer to the screen, and Edward Grandall, a recent recruit from the legitimate stage, take care of in charming fashion. This romance, however, is decidedly different from the usual "love interest" of musical comedies. The manner in which

RADIO TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:—

5 p.m.—European Programme of Victor Records selected and supplied by Messrs. Moutrie & Co. A Hunting Scene, Patrol Comique.

Victor Concert Band (22044). Dixie, Maryland, My Maryland, Victor Male Chorus (21919). On Wings of Song, Calm as the Night (Bohm), Associated Glee Club of America (35991).

Sylvia, Autumn Sea, Associated Glee Club of America (35776). Songs my Mother taught me (Dyrol), Viking Song, Associated Glee Club of America (20494).

Two Guitars, Black Eyes, Victor Salon Orchestra (20037). Old Black Joe, The Rosary, Sam Ku West, Steel Guitar Soloist (21547).

Dorothy, The World is waiting for the Sunrise, Frank Banta, Pianist (21821).

6 p.m.—Children's Programme. 6.45 p.m.—Song without Words (Mendelssohn), Songs my Mother taught me, Flight of the Bumble-Bee, Pablo Casals, Violoncellist (7193).

Good-Bye, Sorensen, Rosa Ponselle, Soprano (6711). Beloved 'tis Morn, Ah, Moon, of my Delight, Richard Crooks, Tenor (9014).

Dance Espagnole, Tango, Fritz Kreisler, Violinist (1339).

Oh, Promise Me, A Banjo Song, Louise Homer, Contralto (1295).

A Dream, Renee Chemet, Violinist (1442).

Dance of the Paper Dolls, Victor Arden-Phil Ohman, Duet for two Pianos (21929).

7.30 p.m.—Midsummer Night's Dream. (Mendelssohn), Parts 1-7. San Francisco Symphony Orchestra (6875).

8 p.m.—Chinese Studio Concert. 9 p.m.—Weather Report, Local Time. 10.30 p.m.—Close Down.

It is developed supplies this picture with an unexpected and agreeable dramatic punch.

Mary Eaton sings "There Must Be Somebody Waiting for Me," a particularly tuneful number that promises to be one of the hits of the season. Helen Morgan sings "What Wouldn't I Do For That Man?" As the title infers it is a typical Helen Morgan number that suits her to the proverbial "T." And that famous comedian, Eddie Cantor, currently on view at the New Amsterdam Theatre in New York in Ziegfeld's "Whoopee," makes merry in one of the most hilarious skits yet seen on the screen.

Millard Webb directed "Glorifying the American Girl" from an original story by J. P. McEvoy, the author of the well-known "Show Girl." The music was composed by Walter Donaldson, Irving Berlin and Dave Stampfer.

"THE IRON MASK"

The familiar D'Artagnan, of "The Three Musketeers," was once more on the silver screen at the Star Theatre yesterday, when "The Iron Mask," starring Douglas Fairbanks in that role, opened a four-days' run.

The story with lavish French settings and brilliant costumes, is one thrill after another, and we see the Three Musketeers follow gloriously to triumph. Leon Barry is Athos, Stanley J. Sandford is Portos, Glau Corrado is Aramis, whilst others in the cast of players include Bella Bennett, Marguerite de la Motte, Dorothy Bayler, Vera Lewis, William Bakewell, and Bl. Nigel de Brulier.

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Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
M.V. "COL DI LANA"	Nov. 20	Dec. 9
S.S. "CRACOVIA"	Nov. 30	Jan. 8
S.S. "MONCALIERI"	Dec. 4	Dec. 25
S.S. "GANGE"		

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Thursday, 20th November.
ASAMA MARU	Thursday, 20th November.
CHICHU MARU	Thursday, 20th November.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Wednesday, 20th November.
HIKAWA MARU	Wednesday, 20th November.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 15th November.
FUSHIMI MARU	Saturday, 15th November.
HAKOZAKI MARU	Saturday, 15th November.
SYDNEY & MELBOURNE via Manila & Ports.	Thursday, 20th November.
KITANO MARU	Thursday, 20th November.
ATSUTA MARU	Thursday, 20th November.
HOMBAI via Singapore, Penang, & Colombo.	Thursday, 20th November.
* CALCUTTA MARU	Thursday, 20th November.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Thursday, 20th November.
BOKUYO MARU	Thursday, 20th November.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Thursday, 20th November.
WAKASA MARU	Thursday, 20th November.
NEW YORK, BOSTON via Panama.	Monday, 24th November.
* ASUKA MARU	Monday, 24th November.
* TAKAKA MARU	Monday, 24th November.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	Friday, 12th December.
* DAKAR MARU	Friday, 12th December.
CALCUTTA via Singapore, Penang & Rangoon.	Monday, 17th November.
* BENGAL MARU	Monday, 17th November.
* PENANG MARU	Monday, 17th November.
SHANGHAI, KOBE & YOKOHAMA.	Friday, 14th November.
HARUNA MARU (Nagasaki direct)	Wednesday, 19th November.
ATSUTA MARU (Mojil direct)	Thursday, 20th November.
* TOKUSHIMA MARU (Mojil direct)	Thursday, 20th November.
* DURBAN MARU	Tuesday, 25th November.

For further information apply to: NIPPON YUSEN KAISHA
Telephone 30291. (Private exchange to all departments.)

O. S. K.

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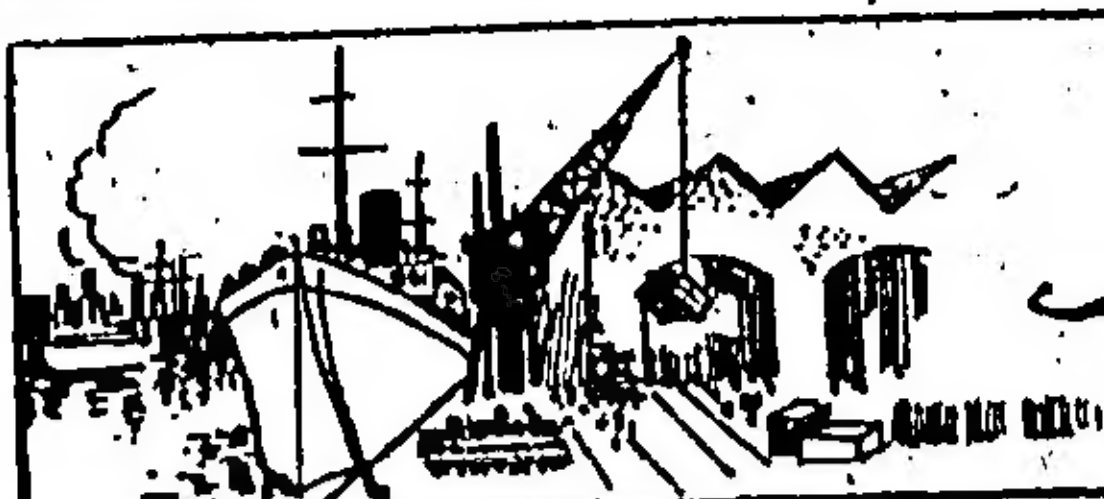
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	Sunday, 14th December.
* LONDON MARU	Sunday, 14th December.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singa- pore, Colombo, Durban & Cape Town.	Friday, 28th November.
RIO DE JANEIRO MARU	Friday, 28th November.
MONTEVIDEO MARU	Tuesday, 30th December.
* MONTEVIDEO MARU	Tuesday, 30th December.
HONOLULU MARU	Wednesday, 19th November.
SUMATRA MARU	Thursday, 4th December.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZAN- ZIBAR & MOMBASA—Via Singapore & Colombo.	Saturday, 6th December.
CANADA MARU	Saturday, 6th December.
CALCUTTA—Via Singapore, Penang & Rangoon.	Tuesday, 18th November.
CELEBES MARU	Tuesday, 18th November.
TACOMA MARU	Tuesday, 2nd December.
VICTORIA, SEATTLE, TACOMA & VANCOUVER.	Monday, 15th December.
ARABIA MARU (from Shanghai)	Monday, 15th December.
MELBOURNE—Via Manila, Brisbane & Sydney.	Saturday, 6th December.
* SYDNEY MARU	Saturday, 6th December.
* (Calls at Wellington & Auckland.)	
RAIPHONG—Via Hongkong & Peking.	
NEW YORK—Via Japan ports & Panama.	Saturday, 6th December.
HOKURIKU MARU	Saturday, 6th December.
LOS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND PHILADELPHIA.	Sunday, 23rd November.
JAPAN PORTS.	Tuesday, 9th December.
HOZAN MARU	Sunday, 18th Nov. Noon
BURMA MARU	Sunday, 23rd November.
SEATTLE MARU	Tuesday, 9th December.
* (Take & Keelung via Amoy.)	
KEELUNG—Via Swatow & Amoy.	Monday, 17th Dec. Noon
HOZAN MARU	Monday, 17th Dec. Noon
TAKAO—Via Swatow & Amoy.	Thursday, 20th December, 10 a.m.
DELT MARU	Thursday, 20th December, 10 a.m.

For further particulars please apply to: OSAKA SHOKEN KAISHA
Tel. 28061. M. TAKEUCHI Manager.

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be sent to the Hon. Treasurer, Mrs. H. E.

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HONG KONG BENEVOLENT SOCIETY



Shipping Intelligence.

NEW DIVING APPARATUS.

350 Feet Instead of 150.

A new diving apparatus recently introduced into the Navy has proved so successful that the Admiralty have adopted it for general use. Specially selected men are being chosen to operate this device. These men, who must possess a high standard of physical fitness, will be ranked as "Deep Divers" and given extra pay at the rate of 9d. a day if they are seamen, and 1s. 2d. a day if they are artificers. In the past, diving in the Navy has not usually been done at a greater depth than 150 feet. But, using the new apparatus, divers can descend to a depth of 350 feet.

These depths are made possible by the employment of a submerged decompression chamber, which is the novel feature of the new device. A man wearing ordinary diving dress, strengthened to withstand the great pressure of water met with at extreme depths, is sent down in the customary way. But instead of his returning to the surface by slow stages, the decompression chamber—a sort of diving-bell—is lowered to meet him. On his way up he enters this chamber through a door in the bottom. The door is then closed, making the chamber watertight, and is hoisted out of the water. As the diver goes into the chamber—an attendant on duty inside it removes his helmet and gives him oxygen to breathe, at the same time lowering the air pressure in accordance with a scale which shows how the air must be regulated to ensure the diver's safety. By this means all risk of "diver's head," which has so far been the great drawback to deep diving, is avoided.

When a diver is working at great depths his blood becomes aerated by the nitrogen which gets into it. If he were to return to the surface too quickly it would probably be fatal. To overcome this danger the practice has been, hitherto, to push the diver into a decompression chamber immediately he reaches deck and leave him there until his blood condition has become normal. The new system has a great advantage over the older one in that by it the decompression chamber is sent down to meet the diver instead of awaiting him on deck. Consequently as his dangerous journey back to the surface is much shortened he is able to work in far greater depths of water than it was possible for him to explore under the old method.

For diving in shallow waters the new device for enabling men to escape from wrecked submarines can be used. This device consists of a sort of jacket belted tightly at the waist and a head-dress somewhat resembling the familiar gas mask. A nose piece pinches the nostrils tightly together and through the mouth the wearer breathes oxygen from a small receptacle worn on the breast, and which contains enough oxygen to keep a man alive under the water for a considerable length of time. All our submarines are being equipped with this device, and their crews trained to don it quickly in an emergency.

REPRIMANDED ADMIRAL.

United States and British Navies' Co-operation.

Newport, R. I., September 17. Speaking last night at a banquet given by the citizens in honour of the officers of H.M.S. *Heliotrope*, Admiral Sims, a resident here, spoke of the close co-operation of the British and United States Navies during the War.

He said it was a strange and accidental fulfilment of his prophecy in his Gullhall speech, for which he was reprimanded by President Taft. That co-operation of the two navies was something unique in the history of all war. He met Mr. Taft, he added, on the occasion of the granting of honorary degrees at Princeton University after the War, and Mr. Taft then said that events made strange bedfellows, and admitted that he (Admiral Sims) had been right. The Admiral said that co-operation between the British and American Navies was a thing of the past.

LORD INCHCAPE.

SHIPOWNER AND STATESMAN ATTAINS 78TH BIRTHDAY.

On September 11 Lord Inchcape attained his 78th birthday.

Lord Inchcape is one of the outstanding personalities in the shipping industry of Great Britain and of the world, while the success of the P. and O. and its associated companies under his guidance requires no emphasis. But as a statesman as well as a shipowner, Lord Inchcape has won a great place.

In 1919 he took over all the Government's war-built standard ships and sold them, realising £35,000,000 at a cost of £350, and in the following year he similarly completed the sale of the 418 ex-enemy ships which Great Britain obtained under the Treaty of Versailles, realising an additional sum of £20,000,000 at an administrative cost of just over half a crown per £100.

He also performed a similar service for the Government of India. Lord Inchcape is in addition, a real leader of men, to which may also be attributed, in part, the continued progress of the concerns he directs, and while men of his calibre are at the head of British shipping will not fail to fulfil its great services.

ARRIVALS OF SHIPS.

Tuesday, November 11.

Augustina, Dutch str., 1,625 tons, Capt. A. T. J. Huisman, from Tientsin, Kowloon Bay. — A.P.C.

Chinhua, British str., 1,353 tons, Captain A. N. Taylor, from Amoy, buoy No. B12.—B. & S.

Kanchow, British str., 1,222 tons, Captain R. H. Fairley, from Amoy, buoy No. B15.—B. & S.

Kidderpore, British str., 3,263 tons, Captain S. Y. Woodroffe, from Shanghai, buoy No. A8.—M. M. & Co.

Tjssondari, Dutch str., 5,019 tons, Captain J. J. Duit, from Tanjong Pagar, buoy No. A7. — J.C.I.L.

Wednesday, November 12.

Claus Rickmers, German str., 3,170 tons, Captain D. Harf, from Manila, Stonecutters.—Sander, Wieler & Co.

Hai Ching, British str., 1,233 tons, Capt. E. Walker, from Foochow via Amoy and Swatow, Douglas Wharf.—Douglas S.S. Co.

Hai Hing, Norwegian str., 581 tons, Captain Olaf S. Olsen, from Singapore and Holhow, buoy No. C42.—Thoresen & Co.

Hang Sang, British str., 1,355 tons, Capt. A. D. Kelman, from Canton, buoy No. B32.—J. M. & Co.

Ho Sang, British str., 3,293 tons, Captain W. Field-Hook, from Kobe, Moji and Amoy, Kowloon Wharf.—J. M. & Co.

Hydrangea, British str., 581 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Kwang Chow, British str., 1,572 tons, Capt. W. J. Larter, from Swatow, buoy No. B21.—B. & S.

Sinkiang, British str., 1,616 tons, Capt. C. H. Jones, from Swatow, buoy No. B11.—B. & S.

Toyooka Maru, Japanese str., 4,388 tons, Capt. I. Tommaga, from Dairen, buoy No. B8.—N.Y.K.

Tsainan, British str., 2,100 tons, Capt. J. W. Tinson, from Canton, buoy No. B34.—B. & S.

Van Heutz, Dutch str., 2,749 tons, Capt. J. Groothoff, from Singapore, buoy No. A24.—J.C.I.L.

Yu Sang, British str., 1,122 tons, Capt. R. C. Thompson, from Wei-hai-wei, buoy No. C14.—J. M. & Co.

SEATTLE-ORIENT SERVICE.

Although Atlantic Ocean liners lead the seven seas in service and accommodations, oriental companies are consistently building swift, luxurious ships for Pacific Ocean passengers and freight use.

The Hikawa Maru, which recently completed her maiden voyage for the Nippon Yusen Kaisha Seattle-Orient line, is the first of three modern motor-liners scheduled for this service. Built by the Yokohama Dock Company she registers 11,000 gross tons and is equipped with two 4-stroke double-acting Burmeister and Wain Diesel engines.

Tourist travel on the broad Pacific must be growing, for N.Y.K. saw fit to make the Hikawa Maru the first passenger vessel constructed in Japan to include tourist cabin class in addition to first and second class accommo-

HARNESSING THE TIDES.

Russian Inventor's Claim.

I stood by the side of a young Russian naval architect—a man who dashed to Britain just before the Russian revolution with a secret torpedo invention—at the mouth of the Avon and watched him demonstrate a simple yet ingenious method for harnessing the tides of the Severn whereby he claims, a continuous stream of electrical energy is provided, writes a Daily Express Special Correspondent.

The war came to an end before Paul Shishkoff's torpedo device could be put to practical use, but he remained in this country patiently carrying on experiments with water power utilisation. One day, about five years ago, he met a young London engineer, Mr. Frederick Walter Halliwell, and since then both have worked together to bring their device to a practical commercial use.

There is nothing new or sensational in their plan. A giant turbine was laid down at the foot of the Avon's mouth. A 300-foot pipe line was sunk many feet below the ground to draw the water from the dock. The water flows along the pipe into the turbine, where it is churned and converted into alternating current.

What Shishkoff and Halliwell claim to have done is, by means of a device fitted to a combination of a turbine, a generator, and a brake, to trap the energy which would otherwise go to waste with the fall of the tide, and keep it bottled up for use as required.

Shishkoff led me into a shed which had been his home for months while he worked in secret on his invention. He claims that his process, fully developed, would make the Bristol Channel produce as much energy as the torrent of Niagara.

WARSHIPS IN PORT.

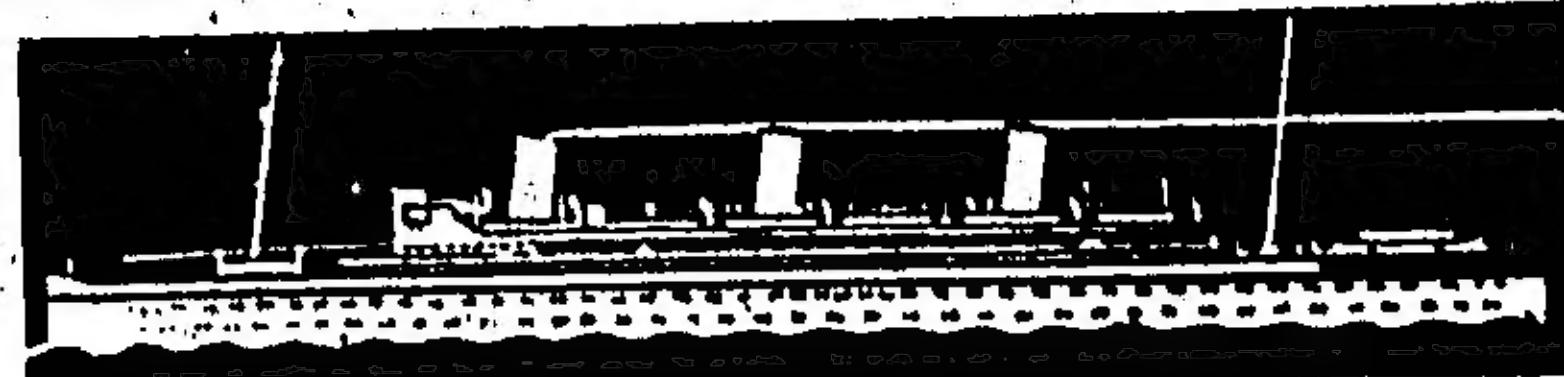
The following British warships are in harbour to-day:—

Berwick—West wall. Bruce—No. 7 buoy. Magnolia—No. 13 buoy. Seraph—No. 8 buoy. Scorpion—North arm. Sirdar—South wall. Somme—No. 11 buoy. St. Michael—North wall. Tamar—Basin.

Tarantula—East wall. Thracian—North wall. Foreign Men-of-War. Adamastor—Portuguese gunboat. Argus—French gunboat.

STEAMER'S MOVEMENTS.

The P. & O. s.s. Nagpore left Shanghai for this port on November 11 at 1 p.m., and is due here on November 14 at about 4 p.m.



LARGEST AND FASTEST SHIPS ACROSS THE PACIFIC

QUICKEST ROUTE ORIENT — AMERICA — EUROPE

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DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trotti.]

NOVEMBER.

TUES. 16th SUN. 30th

MON. 21st

S.S. "TAI HING"

[649 tons—Capt. W. H. Lawton.]

NOVEMBER.

SUN. 16th WED. 26th

FRI. 21st

For information apply to

29, Cornhill Road, West.

Phone 20893.

DRUG SEIZURE.

\$4,000 WORTH OF HEROIN.

Amsterdam, Sept. 15. Acting on information received from the League of Nations Committee, dealing with the illicit drug traffic, Rotterdam detectives have seized on board a German steamer a big consignment of heroin, which, it is alleged, had been labelled as borax.

The consignment, which is worth over \$4,000, had been produced by a factory in Constanti-

nople, and apparently Americans, Japanese, French, Germans and Swiss were concerned in the transaction.

It is stated that the drug smugglers, who formerly operated at Marseilles, are now working through Rotterdam and Hamburg.

Co-operation between the police of Hamburg, London, Paris, Berlin and Rotterdam has thrown considerable light on their activities and show that the ramifications of the gang extend to London and that they have traded many thousands of pounds worth of narcotics.

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M.V. "FOYLEBANK" 20th January

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "TINHOW" 20th November

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong About	Destination.
*NAGPORE	5,283	15th Nov.	Marseilles, Barcelona, London, Hull, Hamburg, Rotterdam & Antwerp.
*KARMALA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	18,819	8th Dec.	Bombay, Marseilles, & London.
*ALIPORE	5,273	8th Dec.	Straits, Colombo & Bombay.
*KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
*LAHORE	5,304	27th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	18,650	3rd Jan.	Bombay, Marseilles & London.
*JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	9,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.

*Cargo only. †Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAMBA	8,018	15th Nov.	Singapore, Penang & Calcutta.
TALMA	10,000	11th Nov.	Singapore, Penang & Calcutta.
TARADA	6,949	4th Dec.	Singapore, Penang & Calcutta.
SINDHANA	7,745	15th Dec.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*TANDA	6,956	6th Dec.	Manila, Townsville, Brisbane, Sydney
ST. ALBANS	4,500	13th Dec.	& Melbourne.
NELLORE	6,853	6th Feb.	

†Calls Rabaul.

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Hilo,
Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as in-
dicated on offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*JEYPORE	5,818	22nd Nov.	Shanghai, Moll, Kobe & Yokohama.
KALYAN	9,144	22nd Nov.	Shanghai, Moll, Kobe & Yokohama.
SINDHANA	7,745	27th Nov.	Amoy, Shanghai, Moll, Kobe & Osaka.
RANCHI	18,819	8th Dec.	Shanghai, Moll, Kobe & Yokohama.
*PERIM	7,648	15th Dec.	Shanghai, Moll, Kobe & Yokohama.
KASHMIR	9,985	22nd Dec.	Shanghai, Moll, Kobe & Yokohama.

*Cargo only. †Calls.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
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All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
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For further information, Passage, Freight, Handbooks, etc., apply to—
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CONSIGNEES

NOTICE TO CONSIGNEES.
THE BEN LINE STEAMERS,
LIMITED.

From LEITH, MIDDLESBRO',
ANTWERP, LONDON & STRAITS.

The Steamship,
"BENMOHR"/"BENCLEUCH"

Consignees of cargo are hereby in-
formed that all goods are being land-
ed at their risk into the Godowns
and/or extra hazardous Godowns of
The Hong Kong & Kowloon Wharf
and Godown Co., Ltd., whence and/or from
the wharves delivery may be obtained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
14th instant, will be subject to rent.
All claims against the steamer must
be presented to the Underwriter on or
before the 28th instant, or they will
not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
13th instant, at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been effect-
ed.
Bills of Lading will be countersigned
by GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 7th November, 1930.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer "GRACOVIA"
From Trieste, Venice, Brindisi, Port
Said, Aden, Colombo & Singapore.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 2nd instant.
No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
16th inst. will be subject to rent.

All claims against the vessel must
be presented to the Underwriter on or
before the 16th inst. or they will
not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
16th inst. at 10 a.m. by our sur-
veyors Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.
Bill of Lading will be countersigned
by

DODWELL & CO., LTD.,
Agents.

Hong Kong, 10th November, 1930.

DODWELL-CASTLE LINE.

NOTICE TO CONSIGNEES.

Motor Vessel.

"RABY CASTLE"

From NEW YORK, NEWPORT
NEWS and NORFOLK.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hong Kong and Kowloon
Wharf & Godown Company, Ltd., at
Kowloon, whence and/or from the
wharves delivery may be obtained.
Optional Cargo will be forwarded
unless notice to the contrary be given
before 12th instant.

No claims will be admitted after
the Goods have left the Godown, and
all Goods remaining undelivered after
the 18th instant will be subject to rent.

All claims against the vessel must
be presented to the Underwriter on or
before the 28th instant, or they will
not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
18th instant at 10 a.m. by our sur-
veyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.
Bill of Lading will be countersigned
by

DODWELL & CO., LTD.,
Agents.

Hong Kong, 12th November, 1930.

DOUBLE LAUNCHING AT BELFAST.

There was an unusual event in
Belfast in mail week when both
shipbuilding firms launched new
vessels.

Messrs. Harland and Wolff sent
into the water the single-screw
cargo steamer "San Francisco"
with a gross tonnage of 5,900 for
the Compagnie Generale Trans-
Atlantique de Paris. Messrs.
Workman, Clark, and Co. launched
the single-screw vessel "Mavis",
which is 225 feet long, for the
coastal and European services of
the General Steam Navigation
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Brisbane, Sydney and Melbourne.

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FOG WARNINGS.

WIRELESS EXPERIMENTS OFF SCOTTISH COAST.

Largs, Sept. 12.
The radio-telephony beacon, the
first of its kind in the world, with
which it is hoped to eliminate the
lighthouse on the lesser Cumbrae,
an island off the Ayrshire coast,
has been adjudged a success, and a
new and permanent set is shortly
to be installed.

Experts from various parts of
the country have inspected the ap-
paratus, and it is stated that they
are all of the opinion that in a
short time it may be possible for
collisions at sea in foggy weather
to be avoided. The apparatus is
extremely simple, and consists
merely of a wireless gramophone.
The gramophone sends out signals
to passing ships in synchronization
with the blasts from the light-
house foghorn. The signal, which
is sent out by wireless from the
machine, reaches the wireless
cabin of a passing ship as soon as
it leaves the machine, but the
sound of the foghorn, which
travels without any artificial aid,
takes some seconds to reach the
vessel. The operator in the ship
knows how long it takes for sound
to travel a given distance and, by
calculating the time which lapses
between the receipt of the wireless
signal and the blast from the fog-
horn, he knows exactly what dis-
tance he is, from the source of the
signals.

While the successful experi-
ments referred to have taken place
only between a lighthouse and ship
it is thought that, with a
few minor adjustments, the ap-
paratus can be used with the same
effect by two ships at sea. If this
hope can be realized the seaman's
greatest bugbear will be removed.
The Clyde Lighthouse Trustees are
responsible for the experiments,
but so far they have not stated
with whom the idea originated.

FIENDISH INGENUITY.

More than 800lb. of opium are
reported to have been seized when
a French steamer coming from the
Orient docked in Marseilles re-
cently. The drug was found by
the Customs officials hidden in the
coal shoots. That is only an illus-
tration of the extraordinary inge-
nuity which these modern smug-
glers show in their methods of dis-
posing of their cargo. The old-
timers who ran lace and rum into
caves on our coast in the days of
"Farmer George" are hopelessly
outclassed for cunning by these
opium and morphine merchants.
A Chinese woman once brought
ashore a basket containing kittens.
A Customs man chanced to look
rather closely into the basket, and
was struck by the appearance of
the kittens. On closer inspection
they proved to be dead—and stuff-
ed with opium. Match boxes with
one layer of matches and the rest
morphine, oranges opened and the
drug substituted for the juice,
cases of soap with the inside of
each cake hollowed and the dead-
ly white powder stuffed inside,
bottles and tins, and cooking
pans with double bottoms, hats
with false crowns—these are but a
few of the ways in which the
vigilance of the Customs services
everywhere is defeated. Small
wonder that the League of Nations
finds its work of stamping out the
drug traffic so difficult.—Man-
chester Guardian.

STOWAWAYS LANDED.

Uninvited Guests on Ship At
Fremantle.

In spite of elaborate precautions
taken by the shipping authorities
at Fremantle to prevent stowaways
boarding vessels bound overseas,
stowaways continue to make their
way past the guards, and secrete
themselves in ships.

Eleven stowaways were landed
at Fremantle from the steamer
Prunus, which was about to
sail from Fremantle with a
cargo of wheat for Italy, and it
was reported that in spite of the
rigorous search made, two other
stowaways, including a girl, were
still aboard.

Two of the stowaways landed
from the Prunus said they had
made their way from Townsville
to Fremantle by jumping boats
and trains. For a day and
two nights they rode on top
of trains without food or water.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s.
Cracovia are reminded to take
delivery of their goods which will
be subject to rent after November
15.

Consignees of cargo ex s.s.
Bolivier are reminded to take
delivery of their goods which will
be subject to rent after November
17.

Consignees of Cargo ex m.v.
Raby Castle are reminded to take
delivery of their goods which will
be subject to rent after Novem-
ber 18.

HONG KONG TIDE

The tide-table given below has been
obtained by aid of the Tide-predict-
ing Machine, which includes 40 com-
ponents for the better prediction of
tides, from the result of the analysis
of the tidal observations, taken at
the Kowloon tidal observatory under
the direction of Dr. Dobson during
the years 1887, 1888 and 1889.

The times and heights are given
for Kowloon; but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.

The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

November 13 to 19, 1930.

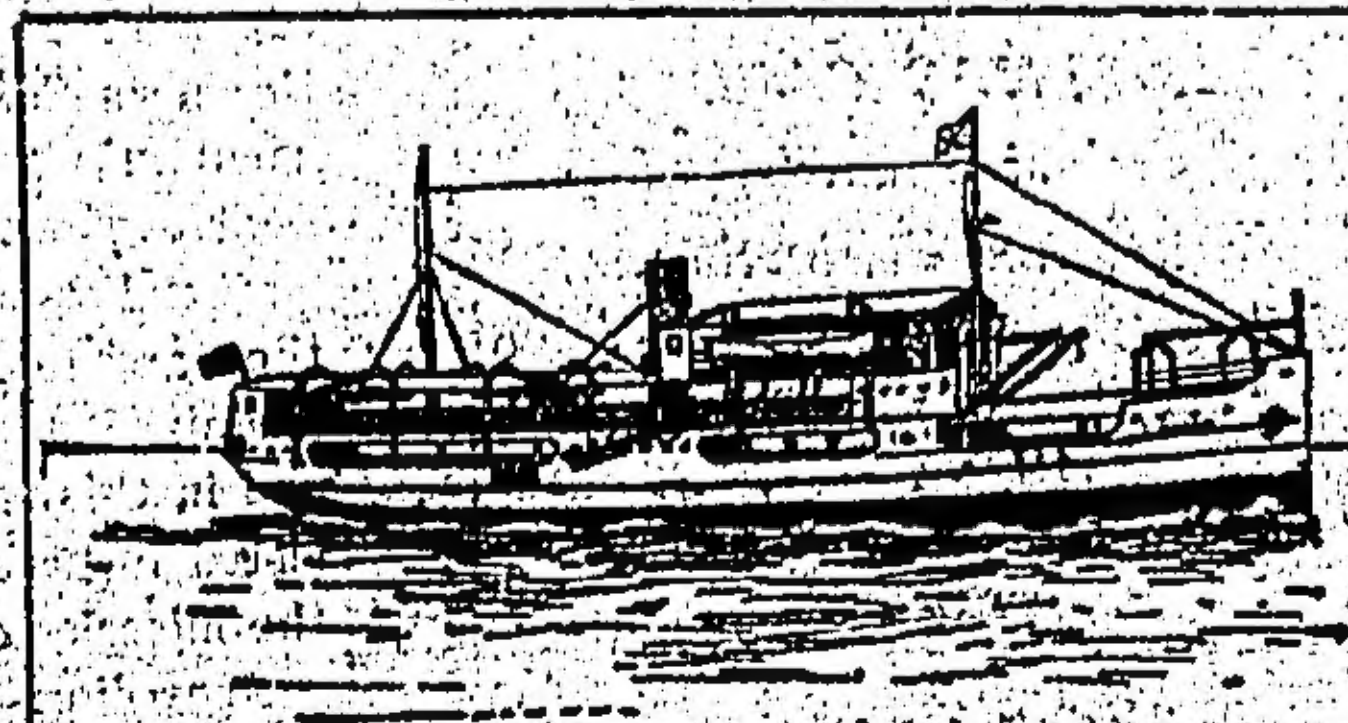
DATE	HIGH WATER	LOWER WATER
Nov.	Standard Times	Standard Times
Thurs 13	m 1 7 7.6 n 11 57 1.7	m 9 57 1.7 n 11 4 1.8
Fri 14	m 2 14 7.1 n 12 3 4.9	m 10 4 4.9 n 11 11 5.0
Sat 15	m 3 21 6.6 n 1 0 5.1	m 11 11 5.1 n 11 18 5.2
Sun 16	m 4 28 6.1 n 1 57 4.6	m 12 18 4.6 n 12 25 4.7
Mon 17	m 5 35 5.6 n 2 54 4.1	m 1 25 4.1 n 1 32 4.2
Tues 18	m 6 42 5.1 n 3 51 3.6	m 2 32 3.6 n 2 39 3.7
Wed 19	m 7 49 4.6 n 4 48 3.1	m 3 39 3.1 n 3 46 3.2

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ELECTRICIANS.

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sesses Six
Granite
Docks and
Two Pat-
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ways. The
dimensions
of No. 1
Dock are
700 ft. x
185 ft. x 30
ft.



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A1, A.B.C.
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ition; En-
gineering;
First and
Second Ed-
ition; West-
ern Union
and Wat-
kins.

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Single screw steel passenger and cargo motor ship. Dimensions:—154' 0" B.P.
x 29' 0" M.D. x 11' 8" M.D.; D.W. 470 tons; B.H.P. 360; Speed 10½ knots. Built
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order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

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**MALE AND FEMALE,
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1 Keemun Black Tea \$26.50.	1 Keemun Black Tea \$17.50.	1 Keemun Black Tea \$13.00.
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3 Keemun Black Tea \$16.50.	3 Keemun Black Tea \$11.50.	3 Keemun Black Tea \$9.00.

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DODWELL & CO., LTD., Agents, Hong Kong.

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Medium weight and quality.
Light warm, and reliable.

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\$32.50 & \$45.00 pair

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Cot Size Single Bed Double Bed
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Nice shade, bound ribbon. Size 88 by 100 inches.

\$150.00 pair.

COLOURED WOOL BLANKETS

Pure Wool in Blue or Fawn. Size 88 by 84 inches.

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FIRST FLOOR SHOWROOMS.

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HONG KONG.

The China Mail

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BIRTH.

MARTIN.—At the Peak Hospital,
yesterday, to Mr. and Mrs.
T. A. Martin, a daughter
(still born).

Hong Kong, Thursday, Nov. 13, 1930.

Deeper Than the Sword.

It was said of the late Mr. Bertram Lenox Simpson that there were times when his pointed pen cut deeper than a sword, and that when wielded as it has been on innumerable occasions on behalf of China, it has won more victories for her than battalions or diplomacy. His articles in the Peking Leader and various London newspapers denouncing the Nationalist regime stand as the most scathing indictment of any Chinese Government ever penned by a foreigner. When, on top of this powerful anti-Chiang propaganda, he threw in his lot with Marshal Yen Hsi-shan and accepted a post which enabled the Northern Coalition to divert the Tientsin Customs revenues into their own war-chest, he dealt the Nationalist cause a blow heavier than any defeat it could have sustained on the field of battle, and in this respect materially assisted in prolonging the war and the miseries of the people.

According to the Far Eastern Review, which devotes an interesting article to Mr. Simpson in its October issue, he went outside the scope of legitimate journalism to give force to his arguments and threatened those who did not agree with him. Had Yen Hsi-shan emerged from the war a victor, Mr. Simpson would undoubtedly have been elevated to the rank of a general in the Chinese army, and his name would have been added to the list of those who had helped to bring about the downfall of the Nationalist Government.

to make good his threat against those who supported Nanking. In his signed editorial in the Peking Leader of June 7, after denouncing Nanking for incapacity and alleged corruption, he concluded as follows:—

"It is a sad reflection that the representatives of some countries should see fit to identify themselves with a cause that is not theirs except in the sense that they have been accessories before the fact; and it is devoutly to be hoped that they will see the light before it is too late. For as surely as the sun rises when the Capital is back in Peking before the end of the year, a reckoning will be called, and those who have made themselves henchmen of the camarilla will find that they must follow that camarilla into exile with a label attached to them which will follow them through life."

This indicates either an unbalanced mind or the height of vindictive partisanship, a deliberate threat against all foreigners who believed that Nanking was worthy of respect and support and voiced their endorsement of its programme. Mr. Simpson's character was further revealed when, in taking over the Tientsin Customs offices from Col. Hayley-Bell, on being informed by the latter that his instructions were to evacuate the whole staff in the event of interference, he retorted that any Chinese obeying the evacuation order would be shot.

According to Mr. T. V. Soong, the Nationalist Minister of Finance, "Mr. Simpson has committed crimes against the Government and the people of China deserving the severest punishment by law." Yet, while we sympathise with Mr. Soong's righteous indignation and resentment against a writer who has so maliciously lampooned and libelled him and his colleagues, we fail to see the difference in the position of Mr. Simpson and of many other foreigners employed in various capacities by the provincial and factional governments of China. Foreign opinion in China is largely influenced by its environment, and foreigners residing in the North are intensely hostile to the cult of Dr. Sun Yat-sen and will never be reconciled to the removal of the centre of Government from Peking and the loss of their positions as official advisers, perquisites, and profitable Government contractors. On the other hand, Nanking has today in its service many foreigners, some of whom have taken active part in the recent hostilities; in addition to blatant advisers and propagandists, who in their own way are committing crimes against their own people,

by indirectly inciting the Chinese to violence. To single out any one foreigner and accuse him of crimes against the Government and people of China, is, under the circumstances, unreasonable.

The dastardly attempt upon the life of Mr. Simpson is to be deplored and condemned, for it can only lead to further excesses and retaliation upon foreigners who openly align themselves with any Chinese faction. As is pointed out in the Peking and Tientsin Times, "foreigners who take so prominent a part as Mr. Simpson did in Chinese political conflicts take great risks in these desperate days." There seems to be a general tendency to explain the outrage as having no political significance; but to our mind it will be difficult to sustain such an argument. The assassins may never be found or brought to justice. We may never know who employed them, but in the minds of all impartial observers, the crime will remain as typical of Chinese political methods.

News in Brief.

Information has been received from the N.Y.K. that the Horani Maru from London will arrive tomorrow at 6 a.m.

Mr. F. T. Melwani, the former Captain of Sindhi's cricket team, who has been on a holiday to India, is due here tomorrow by the s.s. Haruna Maru.

M/S Hokuroku Maru sails for Los Angeles, Panama, New York, Boston, Philadelphia and Baltimore on December 6, 1930 via Keelung, Shanghai and Japan Ports.

A Chinese banishment, who has twice returned, since his banishment term of ten years from November, 1927, was to-day sentenced to twelve months' hard labour by Mr. R. E. Lindsell, for disobedience of his deportation order.

Notice has been given to the Harbour Master by the Armament Supply Officer, Royal Naval Armament Depot, that a small quantity of fireworks and small arms ammunition will be fired for proof purposes at Stonecutters Rifle Range on Monday morning.

Reported missing from 12 Shepherd Street, Tai Han, on October 31, the body of a Chinese male named Chan Kwan-chuen (58) was found in the harbour off Talkoo Docks yesterday. There are no suspicious circumstances attached to the case.

Before 1930 is forgotten the Hong Kong Civil Service List for 1930 has made its appearance, a copy having been courteously forwarded to the China Mail by the publishers, Noronha & Co. We hope to peruse the 452 pages before the 1931 issue comes to hand.

A fine of \$600, with the alternative of four months' hard labour, was this morning imposed on a Chinese who pleaded guilty before Mr. R. E. Lindsell to the possession of a quantity of both qualities of opium. Revenue Officer Grimmit said that the man came off the steamer Kong Ning last night and had the opium tied round his legs.

The Royal Army Service Corps are holding their third dance of the season on Friday, November 21, in the Wellington Barracks Hall, commencing at 8.30 p.m. The music on this occasion will be supplied by the Jazz Band of H.M.S. Berwick, which earned great popularity recently for its performances on ships in the Atlantic Fleet, prior to its members commissioning in H.M.S. Berwick.

Old comrades gathered in the Savoy Hotel last night on the occasion of the Royal Engineers Association dinner. Colonel R. B. Skinner, O.B.E., took the chair, and there was a large attendance. Colonel Skinner, as president, gave the loyal toast, after which "the Corps" was proposed by Lieut. Col. W. Marsden. Lt. P. T. Mahoney, in proposing the toast of the R.E.O.A., traced the history and objects of the Association. An excellent musical programme followed the dinner.

In a report made to the Police, So Tsang Hing, master of a class 2 boat, of 70 piculs capacity, stated that at about 4 p.m. yesterday whilst fishing off Green Island, a sudden strong gust of wind caused the craft to capsize, throwing the entire crew (four males) into the harbour. A Police launch rescued the party, and towed the water-logged junk back to Yau-mat. A fishing net, valued at \$30, was all that was lost.

CORRESPONDENCE.

FOOTBALL DISPUTE.

[To the Editor of "China Mail"]

Sir,—Having read to-day's issue of a morning paper in which appears a report of the suspension of the two Chinese Athletic players, and in particular, noting Mr. Duncan's report on my presence at the meeting of the Emergency Committee held on October 8, I am forced to write and acquaint your readers with the fact that my presence there was most reluctantly allowed, it being put to me by Mr. Duncan at the time that the case was purely one between the players concerned and the Football Association and had nothing whatsoever to do with the Chinese Athletic Association. As the matter was of great importance to the C.A.A., the players under trial being prominent members of this Club, I asked permission to stay and represent them. Obeying the Chairman's order I kept quiet throughout the proceedings, but finding that the oral statements made by the two players gave nothing for the Association to convict, I asked permission from the meeting to allow them to play for the Club the following Saturday, as we were short of players. Mr. Duncan replied that they could not do so at the moment as they had to consider the case but would let me know the next day, when I was surprised to receive a letter from the Hon. Secretary informing me that the players concerned had been suspended for life, it being alleged that they had violated Rules 12 of the H.K.F.A. and 29 of the E.F.A.

I was not satisfied with the decision and made an appeal to the Council but the decision was sustained for reasons unknown to me. I then asked for the statements written out by Mr. Duncan and purporting to contain the exact remarks made by the two players and found that they did not bear a true interpretation of what these players had actually stated. If these statements written by Mr. Duncan had only been read out to the players while the case was being tried on October 8, and their signatures secured to them as being entirely correct, the decision to suspend would have been justified and I would have no grounds whatsoever for complaint, but the fact is that the Emergency Committee have charged these players on the strength of statements alleged to have been made by the latter but which actually were written down by the Emergency Committee more or less as they pleased. I have no hesitation whatsoever in stating that had these statements been read out to the players and correctly interpreted to them, they would have refused to sign them.

I also wish to say that at the Council meeting held subsequently to the Emergency Committee meeting, neither the players nor a representative of the C.A.A. were present and I believe the decision to suspend was sustained merely on the strength of Mr. Duncan's remarks, there being no chance for the defence to conduct their case. Inasmuch as the decision arrived at by the Football Association here was based on the statement written out by Mr. Duncan and which the players under trial would undoubtedly have refused to admit as being correct if the contents had wholly been made known to them; I submit that the attitude adopted by the governing body all along has been an arbitrary one.

Yours, etc.,
J. LEE,
Hon. Football Manager
Chinese Athletic Association,
Hong Kong, November 12.

WONDER CLOCK.

KNIGHTS IN COMBAT AT EACH QUARTER.

A remarkable bronze clock, destined for a public building in Ontario, has been made in London. It measures 18 ft. from top to bottom, and weighs over a ton. The lower part represents the round tower of a Norman castle, before which, every quarter-hour, two knights meet to joust. With levelled lances they charge each other, twice at a quarter-past, four times at half-past, and six times at three-quarters past the hour. When the clock strikes the full hour they have eight bouts. Occasionally a combatant is hit, and, pivoted on his thighs, falls back on the haunches of his charger. He comes up smiling, however, for the next round. The design is taken from the clock on Wells Cathedral, which was invented by Peter Lightfoot, a fourteenth-century monk at Glasbury.

A small rotary motor provides the power, and the performance is controlled automatically by a synchro-motor master clock. The timepiece was executed by Mr. F. Hope-Jones, who is the maker of the clocks at Greenwich Observatory that have broken the world's record for timekeeping.

MAN REARED BY BABOONS.

A "Tarzan" of Real Life.

A story of a native "Tarzan of the Apes," who as a child was seized by baboons while his mother was hoeing meale and was reared by them until he was rescued from the bush when he was 14, is told by the Port Alfred correspondent of a Bloemfontein newspaper.

The correspondent states that the man, now 30 years old, has the habits of a baboon and eats raw food. His body is scarred all over through jumping baboon-like in the bush. He was seized when asleep as a child; and years later, as a boy, was discovered with a troop of baboons by a farmer. When he was taken to market he attracted so much attention from other natives on account of his long arms and curious shape that the farmer was obliged to disperse with his services. When leading oxen he would habitually jump on the yoke and sit there monkey-wise.

NUDITY PROHIBITION

CENSURE FOR SHOWS AND BATHING SUITS.

Manila, October 30. Following the suggestions made by Judge Simplicio del Rosario, of the city court of first instance, Councillor Antonio C. Torres will introduce this evening at the session of the municipal board a proposed ordinance amending section 819 of the Revised Ordinances, prohibiting the exhibition of nude and semi-nude women in local vaudeville theatres and also on the screen.

The former municipal board president went further than the suggestions of Judge del Rosario by including in the proposed ordinance which he has completed, the prohibition of women from appearing in indecent bathing suits on sea shores, swimming pools, and other public places.

Councillor Torres would penalise violators, of the measure with a prison term of not more than six months nor less than one month, or a fine of not more than P200 nor less than P100, or both imprisonment and fine in the discretion of the court.

The proposed ordinance was prepared by Councillor Torres, according to him last evening, as a result of personal investigations which he made of conditions in local vaudeville theatres following the receipt of two letters from Judge del Rosario exposing and denouncing the practice of permitting the exhibition of semi-nude women in vaudeville theatres.

In his explanatory note, Councillor Torres reviewed at length the evolution of the modes of dress worn by the Filipino women from early Spanish times up to the present. In part, he said:

"In this city, there exists a vaudeville company, which, to my knowledge, attracts our youth with the external glitter of their lascivious appearance. In this company are displayed, we do not say women, but mere girls of ages ranging from 14 to 16 years, who, attracted by the acquisition of a badly understood fame, offer themselves to be converted into stage meat in exchange for a handful of pesos."

Police authorities and the mayor stated that the provisions of section 819 are vague. Their opinions were given out after the publication of a letter from Judge del Rosario. For this reason, Councillor Torres prepared the proposed ordinance to make the ordinance more specific in as far as vaudeville theatres are concerned.—Manila Bulletin.

IS YOUR NAME HERE?

Mail has been received at the American Consulate General for the following persons:—

Wm. R. Attaway, Ch. L. Boender, Miss F. Bostwick, G. Carey, Chong Lok, Rev. J. J. Corbett, S. Domingo, T. Durdin, H. C. Evans, P. Hambleton, E. Hamilton, A. H. Martin, J. A. McGee, I. C. Moller, J. Murphy, S. J. Newman, W. C. Oakland, F. N. Shumaker, Mrs. K. Smith, E. Snow, G. L. Townsend, Wardley, W. B. Williamson.

As the doctor hurried down the garden path he paused to look at the work of the local builder, who was making a few alterations to the house.

"Ah, Sawyer," he remarked, cheerfully, pointing to a rather tagged piece of decoration, "paint and putty cover up a lot of your misdoings, don't they?"

The builder was at a loss for a moment. "Yes, doctor," he said, after a second, "and I suppose the spade and the shovel cover up a good deal of yours."

Christmas 1930.

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USE CARE AND GIVE A HEAD

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players. I might take this opportunity of venturing a forecast the Club fifteen. My select would be:—
J. P. Whitham; J. J. Ferguson; B. B. More; L. Goldman, C.

forwards, I feel he is too good a man to be left out on account of there being no vacancy in the three-quarter line. He is a weight, which will prove advantageous to a not over-heavy back.

Hong Kong Yacht Club.
HOME.
Football — November 22—
Wales v. England.
November 29—English Cup
—First Round.

the Y.M.C.A. in their fixture with the Royal Corps of Signals. King's Park to-day. Bully-off 5.10 p.m.:-
F. Cope, W. Stoker, A. Jackson, P. J. Lydon, R. A. Bates, P. Dorn.

TO-DAY'S Y.M.C.A. TEAM
AGAINST THE R.C.S.

The following will represent the Y.M.C.A. in their fixture with the Royal Corps of Signals at King's Park to-day. Bully-off at 5.10 p.m.:-
F. Cope, W. Stoker, A. Jackson, P. J. Lydon, R. A. Bates, F. Dorrner, L. Tipple, L. Macey, W. H. Smith, W. Parker and H. Keyserling.

MOTORISTS THIS IS YOUR PAGE



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Vacuum Oil Company

VITAL FACTOR.

Precision Measurements for Fords.

Precision measurements, which have been an important factor in making mass production possible, are being carried to even greater degrees of perfection in the plant of the Ford Motor Company as the result of the installation of temperature-controlled rooms.

In the large scale manufacture of the Ford car, it is important that parts be made to very fine degrees of accuracy, since this obviates the necessity of adjustments in the process of assembly and assures the maximum of transportation service.

Many of the parts must be finished to several ten-thousandths of an inch of absolute accuracy—limits that might be considered "perfect" even in watch making.

Different kinds of metal are used in the Ford, and, as is well known, heat and cold do not have the same effect upon them all. Consequently, when one is dealing with split hair measurements, the temperature may have some difference in the results.

To obviate these variations, slight as they are, the company has built a number of temperature-controlled rooms in the motor building—rooms which are maintained at 68 degrees, regardless of the temperature outside. In them every piston, wrist pin and connecting rod is checked. Temperature-controlled rooms are also being arranged to check the crankshafts and fly wheel balance.

Furthermore, so important is the effect of heat and cold in the fine measurements executed by the Ford Motor Company, that machines used in the finish grinding of wrist pins are now being fed water that is kept at a constant temperature. Otherwise variance in the water temperature might make a difference in the machining measurements that would be detected by the men with their exacting gauges when the parts reach the temperature-controlled rooms.

FORD & AVIATION.

Latest Power Plant Development.

The first Ford tri-motor transport plane to be powered with the new 300 horse power Wasp Junior engines has been sold to Clifford Ball, Inc., for regular air mail and passenger transport service on the Ball air lines between Cleveland and Pittsburgh, the Ford Motor Company recently announced.

The new engines, the latest aircraft power plant development of Pratt and Whitney engineers, are now regular power equipment on the Ford 5-A tri-motor transport, the plane which was delivered to the Southern Cross Air Line for delivery to the Hawaiian Islands.

accommodations for 11 passengers and two pilots and is believed an ideal type of transport plane for operation over terrain similar to that encountered between Cleveland and Pittsburgh.

Announcement also was made of the sale of a third Ford tri-motor transport to New England and Western Airways, which recently began operation of scheduled passenger air service between Springfield and New York and Boston. This was a Wasp-powered transport plane, required by the growing travel on the company's routes. The first plane sold to the New England and Western company was a transport powered with Wright J-6 engines. The second was a Wasp-powered tri-motor transport.

The New England and Western company also obtained the services of three pilots trained in the Ford transport school, C. W. Dutoit, Paul E. Payne and K. A. Cool.

BLUE WASTES.

Non-Stop Trip of a Ford Plane.

Aviation history was made recently when a crew of four Army airmen, commanded by Lieutenant Colonel Jacob E. Fickel, executive officer of the Air Corps Material Division at Wright Field, Dayton, Ohio, landed at France Field, Canal Zone, after a non-stop flight in a Ford tri-motor transport plane from Miami across the blue wastes of the Caribbean. The plane with its heavy gasoline load covered with 1,140 mile jump in 11 hours, 20 minutes.

To military men, the flight was of great tactical interest as it demonstrated the practicability of direct air contact between continental United States and Panama without the necessity of crossing any country but Cuba. From a military standpoint that is considered important as Central American countries have been averse to permitting American military planes to fly over their territories.

Of greater interest, perhaps, was the fact that the big Ford plane still had 200 gallons of fuel in its tanks when it was landed at France Field. The weight of this amount of gasoline is greater than the weight of a great demolition bomb, proving that the Ford transport could have carried such a missile to its objective.

Lieutenant Albert F. Hegenberger, who was navigating officer of the flight, won international fame four years ago when he successfully navigated an Army plane in the first flight between the Pacific Coast and Hawaii. Lieutenant E. C. Whitehead was co-pilot and Sergeant K. D. Wilson radio officer.

In spite of the fact that the plane carried in the cabin 440 gallons of gasoline weighing more than 2,500 pounds, in addition to the 300 gallons in its tanks, it took off easily after a 900-foot run in the early dawn. Average weather conditions were encountered during the flight, the plane having favouring winds part of the time and head winds the remainder.

The navigation throughout the flight was by compasses and radio, no astronomical observations being taken, the plane being held on its direct course without difficulty, and reaching a landfall at the Canal Zone within a mile of the mark aimed at. Throughout the flight Colonel Fickel was in constant communication with pilots in the cockpit by means of a telephone.

This method of communication proved extremely effective, particularly because of the fact that Colonel Fickel, from his seat behind the temporary emergency gas tanks in the cabin, was able to communicate instantly with Lieutenants Whitehead and Hegenberger in the pilot's compartment. In the same manner reports received by radio were transmitted to the pilot and navigation officer.

At 8 o'clock in the afternoon of the flight after all but 250 miles of the course had been covered, Colonel Fickel radioed to the army station at France Field that he

TRUCK CHASSES.

Manoeuvring in Tight Places.

A marked increase in the use of light trucks in combination with trailers and semi-trailers is being reflected in the sales of Model AA truck chasses, according to officials of the Ford Motor Company. This is particularly true, they say, among large fleet owners.

Economy of operation, ability to manoeuvre in tight places and time saved by disconnecting the trailer unit while it is being loaded or unloaded are factors influencing the new trend in commercial transportation.

By using a semi-trailer on a light truck chassis, the major portion of the load can be balanced over the trailer axle with only enough weight over the rear axle of the truck to give good traction. Consequently, by taking advantage of the draw-bar pull of the truck, three or four tons can be hauled easily by a one-and-one-half ton chassis.

Trailers and semi-trailers can be arranged to meet a wide range of transportation requirements. For heavy loads dual wheels can be used on a semi-trailer unit and the rear of the truck. When time consumed in loading and unloading is an important factor two or more trailers or semi-trailers can be used in the operation of each truck, and, while one unit is being loaded, the truck can proceed with another. Thus one chassis, with the extra equipment, can perform the work of two or three trucks.

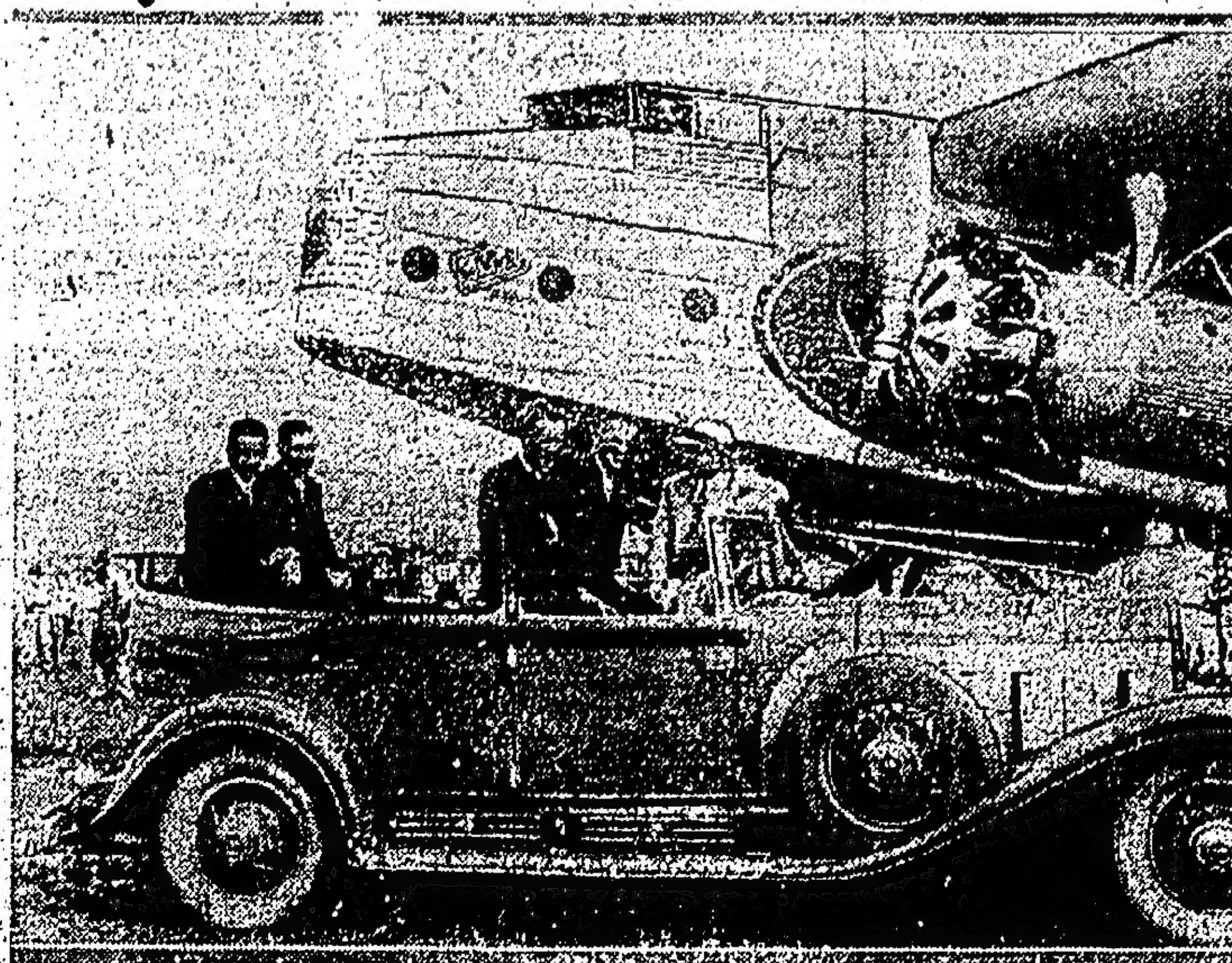
In some fleets different kinds of trailer units are used with the same truck chassis. For instance, one company uses a detachable tank semi-trailer and a stake body trailer alternately with a single power unit.

Ford trucks with trailers or semi-trailers are being used extensively by gasoline and oil companies for the delivery of their products to service stations; by dairies, which use either tank trailers or trailer bodies to carry cans; moving and storage concerns, which utilize detachable trailer cars requiring a minimum of parking space; lumber companies and meat packers. With the introduction of dry ice and the consequent reduction in load carried, ice cream manufacturers are making use of the truck and trailer for deliveries to retailers. Many city governments are utilizing the light-truck and trailer in street flushing, dumping, operations and garbage and trash collection.

would arrive at 5.30 p.m. The landing was made at 5.30 p.m. to the second.

The plane carried for emergency a rubber boat capable of inflation by air, and equipped with an 8-pound radio set powered with a 6-volt battery and having a range of 50 miles. Its use was not necessary, however, although the crew reported after the flight that their only period of anxiety was when they were flying over Bartlett Deep, one of the deepest spots in the Caribbean.

DESIGNER OF THEIR PLANE HOST TO FAMOUS AIRMEN



Anthony Fokker (right) welcomes the Southern Cross transatlantic fliers to Teterboro Airport near New York. (Left to right) John Stange and Capt. J. P. East are in the back of the Cadillac V-16 while Major Charles Kingsford-Smith and M. E. Van Dyk chat with Mr. Fokker in the front seat of the plane. The plane, in which they flew to Washington to be

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THE
WAY
ON A

B.
S.
A.

SINCERE'S

MAINTENANCE.

TESTING THE VALVE SEATS.

A good test to ascertain if a valve seat is perfect is to mark across the seat of the valve head in several places with a lead pencil or a sharpened piece of chalk, replace the valve in position, and turn it about one-eighth of a turn, at the same time pressing on the valve. If all the marks disappear it indicates that the seat is touching everywhere on the surface. If some of the marks still show it indicates that there is a low spot, and the grinding should be continued until the test proves the valve seat to be good. When the grinding is complete the valve should be removed from the cylinder head, thoroughly washed with kerosene, and the valve guide wiped out carefully. Extreme care should be taken that none of the grinding compound gets into the valve guides or remains on the valve or cylinder head. If the valve seat in the head is badly worn or seamed it is best to have it resented with a valve resacing tool. This operation does not require much skill, and the necessary reamers can be borrowed from the nearest agent for the tractor.

If valves are replaced, by new ones, the new valves should also be ground in as described. If either the valve guides or stems are worn so that the valve will not seat properly, or an undue amount of air is drawn in along the valve stem, the worn parts should be replaced by new ones.

Replacing Cylinder Heads.
First of all, see that all the surfaces—cylinder block, cylinder head, and both sides of the gasket—are perfectly clean. Then oil them with cylinder oil. Replace the gasket and head, and turn the nuts up hand tight. The gasket should be placed with the side marked, "This side out" next to the cylinder head.

Put on the case which holds the valve levers. When doing this care should be exercised to be sure that the valve push rods have properly entered the tapered openings in the valve rocker arms. Then

tighten the centre nut on the cylinder head. Next, tighten the nut directly below it, then the two top nuts holding the valve lever case. The remainder of the outside nuts should be put on hand tight, and gradually tightened all round. After the engine has run for about 10 minutes, retighten all the nuts. Then retighten still another time after the engine has been running for 30 minutes or more. A new gasket always settles a little, and retightening several times is the only way to be sure there will be no leakage. Much trouble from leaky gaskets can be avoided if care is taken to tighten and retighten the cylinder head nuts each time the cylinder head has been removed.

Valve Timing.
To get the best power from the engine, the two valves in each cylinder must open and close as follows: The inlet valve should open 13 degrees after the crank has passed head-end dead centre (the dead centre nearest the cylinder), and close 37 degrees after crank-end dead centre. The exhaust valves should open 41 degrees before the crank-end and close 11 degrees after head-end dead centre. The flywheel is marked to indicate both the dead centres, also the exhaust and inlet valve opening and closing as follows:—1-DC for No. 1 dead centre, 2-DC for No. 2 dead centre, 1-XC for No. 1 exhaust closes, 2-XC for No. 2 exhaust closes, 1-IO for No. 1 inlet opens, and 2-IO for No. 2 inlet opens.

The crankshaft is in the proper position when the mark referred to is in line with a pointer bolted to the top of the crankcase. To check the timing, turn the flywheel until the exhaust valve of No. 1 cylinder (left hand) has closed and the pointer coincides with the flywheel mark 1-XC; loosen the lock nut on the adjusting screw on top of the rocker arm, and make the necessary adjustments with a screwdriver, so that there is very little lost motion between the lower end of the rocker arm and the valve stem. A good way to determine this is to insert a piece of paper between the lower end of the rocker arm and the valve stem, and while sliding this paper back and forth, adjust the adjusting screw until the paper just commences to bind; then move the flywheel to the next marking, 1-IO, and adjust the inlet valve in the same manner. This adjustment should be made with the engine cold, to take care of the expansion in the cylinders. If the engine is warm more clearance should be allowed.

Next revolve the flywheel one half-revolution, and repeat the adjustment as given above, for the second cylinder, with the 2-XC, and the 2-IO markings.

Piston and Rings.
The piston has five rings, one an oil wiper ring at the open end, three used only to retain compression, and the fifth a grooved ring for both compression and lubrication.

The last ring is similar to the others, but has a diagonal groove cut in one outside corner which extends in about an eighth of an inch. This groove is used as an oil reservoir. On the back stroke it collects oil from the walls of the cylinder, and distributes it evenly on the return stroke on the cylinder walls. This ring is placed in the groove nearest the cylinder head, with the groove extending towards the cylinder head also.

Poor Compression.
Poor compression is often caused by poor lubrication. This may arise from using an insufficient amount of oil, or from an inferior grade of oil. In any internal combustion engine the rings and pistons cannot be made to fit tight enough inside the cylinder walls to prevent gases escaping along the walls. But they must be small enough to slide freely, and in order to get compression, the space between the piston rings and the cylinder walls must be sealed with lubricating oil. It is especially important that a proper oil seal should be maintained in a kerosene engine. Otherwise, not only is compression lost, but liquid kerosene works into the crankcase and destroys the lubricating qualities of the oil used for the splash system. This is liable to injure



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other parts of the motor besides the pistons and cylinders.

If the rings have become worn from use so that they do not fit perfectly, the gases escape past the piston, and result in a loss of power. Kerosene and water will also leak into the crankcase with the oil. Leaky rings can be detected by a hissing sound coming from the cylinder when the engine is turned over. The best way to detect it is to remove the inspection plate from the crankcase, when the leaky piston can be located by getting some one to turn the motor. The hissing sound may also be due to dry pistons. The piston and cylinder must be well lubricated to secure good compression. If a tractor loses its compression first investigate for proper lubrication. New rings will not give good compression until the engine has been run for a few days.

Rings may leak from wear on the sides of the rings and grooves or from wear on the outside which opens the gap between the ends of the ring. If this gap is excessive it will be necessary to insert new rings. Rings also leak from deposits of carbon which collect in the bottom of the ring grooves in the piston and cause them to stick. Poor grades of oil also cause them to become gummy and stick. When the cause of leaking compression is sticking in the groove it may be remedied by removing and cleaning the rings.

Removing Rings.
Care must be taken in removing rings from the piston. Worn rings are brittle, and easily broken, and if they are to be used again they must be removed carefully. Secure three or four strips of metal and a screwdriver. Insert one piece of metal under the ring opposite the gap. Then, with the screwdriver carefully pry out one end until another strip can be inserted under the other end in the same manner. The rings can then be slipped off without damage.

Cleaning Grooves.
Remove the rings from the piston and then scrape the carbon from the grooves with a screwdriver. Clean them thoroughly with kerosene and a brush. If the rings are to be used again be sure to place them in the same grooves. Replace in the same manner as they were removed, using three or four strips of metal to slide them down to their proper grooves. Be careful not to spring the ring. To function properly they must be perfectly true.

Fitting New Rings.
In fitting a new ring it should first be tried in the cylinder to determine whether or not it is too

large for the bore. If too large the joint should be filed until there is a clearance of one-sixteenth of an inch, when the ring is inserted in the cylinder. The rings should fit the grooves snugly, and if too tight they should be smoothed down with a piece of fine emery paper. Tack the emery on a smooth flat board and rub the entire side of the ring on it at one time.

Replacing the Piston.
Before replacing the piston be sure that it is clean and perfectly free from any dirt or gritty substance. Also see that the cylinders (combustion chamber end) are cleaned free of all carbon, as any trace of carbon left in the combustion chamber will obstruct the free passage of exhaust gases and will tend to collect carbon more readily. Oil the cylinders thoroughly. This can be done by rotating the hand crank of the lubricator and spreading the oil over the surface of the cylinder by hand. Assemble the connecting rod in the piston so that the oil hole in the small end of the connecting rod is opposite the oil tube in the top of the piston. Oil the piston thoroughly to ensure a good oil seal between the rings and their grooves. When replacing the piston be sure the oil hole is on top. Enter the skirt of the piston and compress the rings one by one, at the same time pushing against the piston with the knee.

Be careful not to catch a finger behind the ring when entering it, as the rings are very sharp, and a painful cut may result. After the rings have been entered, push the piston into place and assemble the connecting rod bearing on the crank pin. If both pistons have been removed it is well to connect one piston at a time and adjust the bearing to fit properly before replacing the other piston. If new rings have been installed, open the lubricator adjusting screws leading to the cylinder to increase the feed about two drops. The engine should be run about two days before decreasing the oil to its normal supply while the new rings are wearing in.

Renewable Cylinder Sleeves.
The motor is equipped with renewable cylinder sleeves, and if either one of the cylinders becomes scored from lack of lubrication, or worn from long service, the sleeve can be replaced by a new one. To remove the old sleeve use a puller which can be secured from the agent, or devise one for this purpose. A long bolt threaded at both ends, and run through a heavy iron bar across the cylinder opening in the crankcase, and a

nut screwed against a heavy bar of iron against the cylinder block and bridged to clear the end of the sleeve, will do the trick. When replacing the new sleeve great care should be taken to get the sleeve in its proper place; be sure that the packing gasket at the crankcase end of the sleeve is in good condition (if damaged, replace with new). The chisel marks on the head end of the cylinder sleeve should come in perfect alignment with the one on the cylinder casting in order that the lubricating oil holes in the outside and inside walls coincide. Then put on the cylinder head (without the gasket) and draw up the cylinder head nuts. This will draw the sleeve into place. The head should then be removed and the gasket put in place.

Care of the Bearing.
To inspect the connecting rod bearings, remove the inspection plate from the front end of the crankcase, and turn the flywheel until one of the cranks is in the lower position. Place the thumb and first finger on the edge of the bearing cap so that the crankshaft and the bearing cap can be felt at the same time. Rock the flywheel to and fro. If the bearing has any noticeable play it can be detected by the feel, and should be adjusted. Never allow a bearing to become loose enough to cause a knock before adjusting it. The correct time to adjust a bearing is when its looseness can be detected by inspecting.

Adjusting Connecting Rod Bearing.
When the bearings have become loose from wear, but are not damaged by lack of lubrication or other reasons, and the bearing is smooth, it is only necessary to tighten it. After removing the nuts and taking off the bearing cap the condition of the bearing may be determined, and if smooth it may be replaced after removing some of the metal shims from each side. These shims consist of a number of layers of metal, .002 of an inch thick, stacked together. Any number of these layers can be peeled off with a knife, until the desired amount has been removed. Good judgment should be used as to the number of layers to be removed, and also that the same amount is removed from each side. Be sure to place the caps back in their original position.

After the bearings have been set up and the nuts drawn tight take a hammer and a block of wood and pound on the cap. Be careful not to let the hammer touch any parts or bolts, but use the block of wood to hammer on. The crankshaft should then be turned over, and

rocking it back and forth over centre you can determine if the bearing is too tight by the resistance it offers. When trying a bearing the nuts should always be turned up tight. This cannot be too strongly emphasised. Do not turn the nuts backwards in order to get the bearings to run loose enough. If too tight with both nuts drawn up, put in another thin shim and tighten again. Tighten each bolt a little at a time until both are tight.

When the bearing is properly fitted install new cotter pins. Before the engine is run, thoroughly oil the adjusted bearings and examine them through the inspection plate during the first few hours to make sure they are not overheating. The bearings in the connecting rods are cast in place in special fixtures. Successful service from these bearings cannot be expected unless they are replaced in the original manner.

SPRING STRENGTH.

Some manufacturers make one type of chassis which is fitted, exactly as it stands, with a two-seater, four-seater, or Saloon body as the case may be. The very widely differing weights of these bodies, and of the human freight likely to be carried, are not taken into consideration.

The makers of Rolls-Royce cars go to the other extreme for not only do they spring the chassis according to the weight of the body—they also carry out chassis tests with a weight equivalent to that of the actual body which is to be fitted. When a chassis is nearing completion, the coach-builders who are making the body are called upon to declare its finished weight. Springs varying from light to heavy, according to the weight of the body, are then fitted, and the chassis goes through its prolonged tests. After it has passed a veritable army of inspectors, it is delivered to the coach-builders.

The Rolls-Royce tests, however, do not finish there. Although the sale has been completed and the company might well repudiate liability for overloading, inspectors are sent to make final tests of the finished car, in company with the coach-builder and the customer, or his representative.

If the estimated weight of the body is found to have been inaccurate, the chassis is re-sprung—and the coach-builder is charged with the work! So extensive is the company's organisation, indeed, that inspectors are sent almost anywhere in the world to make these final tests.

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RUBBER CRISIS.
**PRODUCERS TO DISCUSS THE
 SITUATION.**
COMMITTEE TO RESIGN.
 Amsterdam, Yesterday.
 It is understood that a rubber
 producers' meeting to be held on
 November 11, will further discuss
 the rubber crisis. The Rubber
 Committee apparently intends to
 tender its resignation, from which
 it is concluded that it considers
 its task ended.—Reuter.

ADAM BANK.
**DEPOSITORS TO BE PAID IN
 FULL.**
 Paris, Yesterday.
 M. Tardieu and M. Reynaud con-
 ferred with the Governor of the
 Bank of France and other im-
 portant financiers, regarding the
 reopening of the Adam Bank.
 An organisation was constituted
 to control temporarily the affairs
 of the bank. It is believed, with
 the capital at the disposal of the
 authorities, that the depositors
 will be paid in full.—Reuter.

[Last week it was announced
 that the Adam Bank, the Credit du
 Rhone, the Banque Lacour et
 Chasseraud, and the Oustric Bank
 had suspended business.]

CUBAN SUGAR.
**BILL TO FINANCE BIG
 SCHEME.**
 New York, Yesterday.
 A message from Havana states
 that the Cuban House of Repre-
 sentatives, by 91 to 13, has passed
 for submission to the Senate a
 bill to finance Mr. Chadbourne's
 \$42,000,000 plan to re-establish
 normal conditions in the Cuban
 sugar industry.—Reuter's American
 Service.

[A Havana message of October
 15 stated that President Machado
 had requested sugar producers
 throughout Cuba to co-operate in
 carrying out the plan of Mr. Chad-
 bourne, the American sugar ex-
 pert, whereby a million and a half
 tons of sugar will be placed in the
 hands of a single organisation,
 which will regulate its sale over a
 period of two or three years.]

MOTOR FATALITY.
 Los Angeles, Yesterday.
 Mrs. Sam Wong, mother of Anna
 May Wong, the famous Chinese
 film star, was struck by a motor
 car and killed.—Reuter's American
 Service.

**INDIAN CONFERENCE
 IN SESSION.**
 (Continued from Page 1.)
 vanced the happiness and pros-
 perity of all my beloved people. I
 pray that Providence may grant
 you, in bounteous measure, wis-
 dom, patience and goodwill."
 After the King's speech, the
 Maharajah of Patiala, the Chan-
 cellor of the Chamber of Princes,
 proposed the appointment of Mr.
 Ramsay MacDonald as chairman.
 The Maharajah of Patiala assured
 Mr. MacDonald of the heartfelt
 co-operation of the Indian States.
 The Aga Khan seconded this.
 Mr. MacDonald then addressed
 the gathering, and said:
 "Responsibility lies heavily on
 us all. We are now at the very
 birth of new history."
 He recalled the periodic de-
 clarations of British sovereigns
 and statesmen that Great Britain's
 work in India was to prepare
 India for self-government. "We
 meet to try and register, by
 agreement, our recognition, of the
 fact that India has reached a dis-
 tinctive point in her constitutional
 evolution."
 He emphasised that stubborn
 diversities of view had still to be
 brought together, and conflicting
 interests that hitherto had proved
 irreconcilable.
 Mr. MacDonald urged the con-
 ference to meet the problems as
 men determined to surmount
 them. "Why not? What problems
 of growth and development in
 liberty and institutions have our
 people not faced, and, united, we
 remain despite all our diversities,
 because of our skill in harmonising
 differences by reasonable mutual
 accommodation."
 A Bond of Union.
 The Premier said His Majesty's
 presence enabled them to under-
 stand the strength and flexibility
 of the bond binding a whole Com-
 monwealth of Nations together in
 loyalty and devotion to the Crown.
 "The attendance of representatives
 of the Dominion Governments is
 an earnest of the interest and good-
 will with which the sister states of
 the Commonwealth of Nations will
 follow our labours."
 He declared that the association
 of Indian Princes for the first time
 in joint conclave with representa-
 tives of the people of British India
 was, symbolical of the gradual
 moulding together of India into
 one whole.
 As regards the representatives
 of British India, Mr. MacDonald
 said he was mindful of their dif-
 ferent communities, languages
 and interests, but was reminded
 still more of the quickening of
 unifying influences which had

grown irresistibly from her con-
 tact with Great Britain, "and, in-
 deed, the aspirations for a United
 India which were in the minds of
 her philosophers and rulers before
 the first English trader set foot
 on her shores."
 Mr. MacDonald also emphasised
 the presence of representatives of
 all three parties in the British
 Parliament; but apart from all
 these things, he stressed the
 "simple fact that we have come
 here to sit at one table with the
 set, and sole purpose of India's
 advancement within the com-
 panionship of the Commonwealth,
 in itself an undeniable sign of
 progress towards that end."
 He concluded with an appeal to
 make the conference "worthy of
 the best political genius of our
 peoples."
 The Gaekwar of Baroda said he
 doubted if ever before those his-
 toric precincts had been the scene
 of such a conference, on issues
 involving the prosperity and con-
 tentment of India's millions and
 the greatness of the British Em-
 pire.
 The Maharaja Jammu of Kash-
 mir declared that the Princes, as
 allies of Britain, stand solidly by
 the British connection. "As In-
 dians, we stand as solidly as the
 rest of our countrymen for our
 land's enjoyment of a position of
 honour and equality in the Brit-
 ish Commonwealth of Nations."
 Sir Muhammad Akbar Hydari,
 representing the Nizam of Hydera-
 bad, declared: "No hand shall
 sever the ties binding the Princes
 to the Crown." At the same time,
 the Indian States were ready to
 work harmoniously with the peo-
 ple of British India, "for a greater
 and united India."
 Mr. S. Sastri (Hindu) said:
 "Above all, the vision of India as
 a whole must shine brightly in our
 hearts, and her strength and pros-
 perity must be a sovereign con-
 sideration governing all our plans."
 Mr. Jinnah (Moslem) emphas-
 ised that India now expected the
 translation of fulfilment into action
 of the declaration by the Viceroy
 on October 31 that, by the declara-
 tion of 1917, the natural issue of
 India's constitutional progress was
 the attainment of Dominion Status.
 Mr. Jinnah expressed pleasure at
 the presence of representatives of
 the Dominions. He said:
 "I am glad they are here to-day
 to witness the birth of a new
 Dominion in the British Common-
 wealth." (Loud applause).
 Mr. Ba Pa, on behalf of Burma,
 expressed Burma's affection for
 England. "I hope we shall soon
 take our place as equal partners
 with the other dominions of the
 great British Empire."—Reuter.

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